

# GRAIN DEALERS JOURNAL

Vol. XLII. No. 9.

Chicago, Ill., U. S. A., May 10, 1919

PRICE \$1.75 PER YEAR  
TEN CENTS PER COPY

AFTER ALL  
It's Attention  
WE'RE ALL AFTER  
GO TO,—NOW—  
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Chicago Board of Trade

**Taylor & Bournique Co.**  
SHIPPERS  
Corn, Oats and Barley  
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**Goffe & Carkener**  
Grain Commission  
St. Louis      Kansas City

P. B. & C. C. **MILES**  
Established - 1875  
Incorporated - 1910  
Peoria, Ill. Handling Grain on Com-  
mission Our Specialty

**James E. Bennett & Co.**  
Members Chicago Board of Trade  
**GRAIN PROVISIONS**  
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ST. LOUIS—PEORIA  
211 Merchants Exchange 11 Board of Trade

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Established 1877  
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& Co. PROVISION  
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**SEED CO.** Milwaukee,  
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Grain Bags

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& Co.

**Baltimore Pearl Hominy Co.**  
SEABOARD CORN MILLS  
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Denver, Colo.  
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Corn-Oats-Rye  
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216-218 Chamber of Commerce  
BALTIMORE, MD.

Ship to  
**DUDLEY M. IRWIN**  
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As the originators of steel screw conveyor, we probably have had conveyor problems referred to us, the solving of which has given us experience that could be gained in no other way. Forty years of "knowing how," and of doing it, are behind the service we render you.

Our *HELICOID* Conveyor is most efficient when handling grain.

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATHENS, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

#### Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fabey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Wack & Co., Henry E., grain, hay, feeds.

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

#### Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley mlo.\*  
Marden & Co., C. F., grain brokers.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

#### Corn Exchange Members.

Buffalo Grain Co., recvrs., fwrds., consignments.  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

#### Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Mazee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, ICWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

### CHICAGO, ILL.

#### Board of Trade Members.

Anderson & Co., W. F., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., grain commission merchants.\*  
Brennan & Co., John E., grain commission mchts.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Finney & Co., Sam., consignments solicited.  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Carder, commission merchants.  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*

### CHICAGO (Continued).

Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothchild Co., D., receivers & shippers.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

#### Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brown Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

#### Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs, hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.  
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

### DENVER, COLO.

#### Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Thelps Grain Co., T. D., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The, W. F., wholesale hay.

### DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

### DETROIT, MICH.

#### Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Houston, C. R., gr., hay consigns, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

#### Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay and mill pdts.\*  
Koehler-Twisdale Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### INDIANAPOLIS, IND.

#### Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Hayward-Rich Grain Co., grain commission.  
Hill, Lew., strictly commission.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

#### Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Armour Grain Co., grain buyers.\*  
Aylsworth Grain Co., receivers, shippers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.  
Clay (Frank B.) Grain Co., hedging—mill orders.\*  
Christopher & Co., B. C., kafir, feterita, mlo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkener, recvrs. & shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.  
Menseadlock Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, mlo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

### LAKE CHARLES, LA.

Reatty Brokerage Co., grain brokers.\*

### LAKE VILLAGE, ARK.

City Feed Co., The, whsle. hay, grain & feeds.

### LITTLE ROCK, ARK.

#### Board of Trade Members.

H. K. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay millfeed.\*  
George Niemeyer Grain Company.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

### ! IMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. F., hay and grain.

### LOUISVILLE, KY.

#### Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Edinger & Co., grain, hay, flour.  
Fruehtenicht, Henry, hay, grain, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
U. S. Feed Co., grain, hay, millfeed.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Donahue Stratton Co., grain merchants.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Lyman-Joseph Grain Co., grain shippers.\*  
Moering Grain Co., grain and feeds.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elev. Co., grain receivers & shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H. & Co., grain commission.\*  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ly.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainerd Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. E., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Schwartz & Co., B. F., com'ison merchants.\*  
Therrien, A. F., broker.\*

### OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.  
Stowers Grain Co., W. B., com. merchants.

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Cope & Kearney, grain commission.

### OMAHA, NEBR. (Continued).

Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.  
Fisher Rothschild Grain Co., corn and oats.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers & commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., revrs. & shippers.  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., revrs. & shprs.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.  
Scattergood & Co., S. F., corn-oats.  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers & exporters.  
Globe Grain & Mfg. Co., grain, hay & feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain & bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### SEATTLE, WASH.

Albert Bros. Mfg. Co., millers & exporters.  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain & bags.\*

### ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Geiger Grain Co., commission merchants.\*  
Gordon Comm. Co., T. P., grain dir. and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., revrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., revrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.  
Bailey, Walter H., Grain Merchants.\*  
Flanley Grain Co., grain and commission.\*  
King Elevator Co., receivers & shippers.  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burr Co., receivers, shippers.\*  
Taylor & Bournique Co., buyers and sellers.\*

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

Produce Exchange Members.

De Vere & Co., H. W., grain and seeds.\*  
Kling & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain revrs., shippers.  
Zahn & Co., J. F., grain, seeds.\*

### WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., Consignments.  
Hayes Grain Co., John, receivers & shippers.  
Kansas Milling Co., grain dept., wheat & corn.

### WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

*The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.*

\*Members Grain Dealers National Association.



Board of Trade  
Members**ATCHISON**Board of Trade  
Members

**THE S. R. WASHER GRAIN CO.**  
ELEVATOR "A"  
**Receivers — Shippers**  
COMMISSION MERCHANTS

**CHESTER L. WEEKES CO.**  
**Receivers — Shippers**  
CONSIGNMENTS A SPECIALTY

**Any Weight**

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

**Grain Dealers Journal**  
**CHICAGO - ILLINOIS**

**THE BLAIR MILLING CO.**  
MILLERS OF  
**WHEAT AND CORN**  
Ask for bids and quotations

**THE BLAIR ELEVATOR CO.**  
**Receivers and Shippers**  
ELEVATOR "B"

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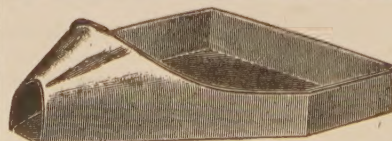
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Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

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Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street

Chicago, Illinois

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GRAIN—HAY—FEEDS

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209 Chamber of Commerce

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Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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Let us have your Option Business in St. Louis or Chicago

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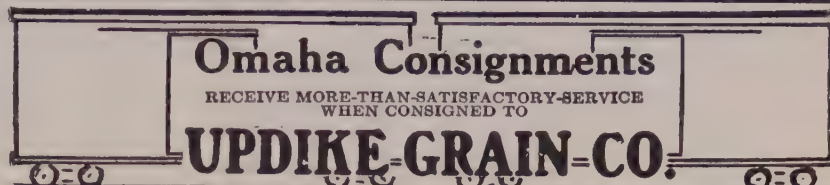

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## RANDOLPH DRIER'S



**The Grain Drier without a Boiler.**

The U. S. Fuel Administration recognized the efficiency of the Randolph Grain Drier and furnished Anthracite coal to the users for operation during the war.

It saves 75% of the cost of operation over steam driers.

This is the only drier made to be operated by a direct heating system which is an exclusive Randolph patented feature and costs no more than other makes.

The Deshler Farmers Elevator Co. of Deshler, Ohio, installed a Randolph Direct Heated Drier February 1st, 1918, and dried 80,000 bushels of corn containing 35% moisture up to April 24th and made over four times the cost of their drier.

They have purchased another elevator and another Randolph Direct Heated Drier.

This is the drier that operated to capacity on the 1917 and 1918 corn crop in zero weather. Ask the man who uses the Randolph Grain Drier.

**Write-- Wire-- Phone**

*For Booklet and Prices. It is Free for the Asking.*



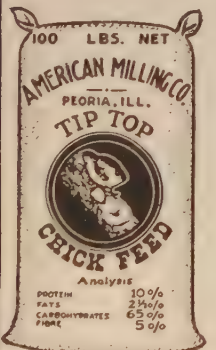
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*High  
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Our big new elevator and our facilities for manufacturing poultry feeds were not impaired by the recent fire at our Peoria plant. Our capacity for producing these feeds is 10 cars per day and we solicit car load orders on assurance of prompt delivery.

### There's More Poultry to Feed in 1919 Than in Any Previous Year

Everywhere—in city, town and country—poultrymen have been busy at government request and under the influence of high prices. The bulk of the poultry feed business is in the grain feeds.

Sucrene Poultry Grain Feeds are famous for being composed of clean sound grains, for careful mixing and milling. They combine all the requisites of selling success—Quality, Popularity, Complete Line, Steady Demand, Low Selling Cost, Good Profits

Our line of grain feeds for poultry meets every demand of your trade. It includes: Sucrene Scratch Feed, Cluck Cluck Scratch Feed, Tip Top Scratch Feed, Sucrene Chick Feed, Tip Top Chick Feed.

Let us have your order for a mixed car at once. It will give you the "inside track" on the demand for every class of poultry feeds.

Quality and Service is our Motto—and a profitable business asset to you,

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## Kerosene-Distillate- Crude Oil ENGINES

WHETHER your requirements are for an engine to meet the needs of the average country grain elevator, cleaning house, terminal station, or for flour and feed mill, you'll find a Worthington Engine of exactly the right size and type.

Worthington Kerosene, Distillate and Crude Oil Engines are especially adapted for grain elevator service. They are quick starting, economical in operation and upkeep, and thoroughly dependable under variable loads. Fuel lift pumps are attached to engines so that fuel tanks may be located outside at the proper distance.

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THE accuracy and long life of Fairbanks Scales come from the quality built into every part. Over eighty-seven years of constant progress in design and manufacture have served to bring about and maintain their *leadership*.

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—1½ to 15 H. P.—  
Over 75,000 sold annually. All sizes run on kerosene, distillate, coal oil, tops and gasoline.



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—10 to 200 H.P.—  
Set a new standard of low power cost, using low grade fuel oils.



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—30 to 300 H. P.—  
Operate on the lowest grades of fuel oil obtainable in any port.



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## ELECTRIC MOTORS AND GENERATORS

A. C. and D. C. Mechanically and Electrically rugged.

The original ball bearing motors.



## WINDMILLS

Well known for 50 years—many now on farm and ranch have been used constantly for 38 years.



For all grains. Thousands in every day use.

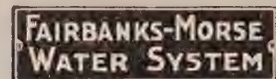


Gives light—and power as well—for the farm. Runs on Kerosene.



## LIGHT PLANT

A direct connected outfit that is practically automatic.



For any need—from farm or home to factory, municipal or railroad service.



"Typhoon" Power Pumps  
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that guide keen  
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All types and sizes. Long dependable service under varied conditions prove their built-in quality.

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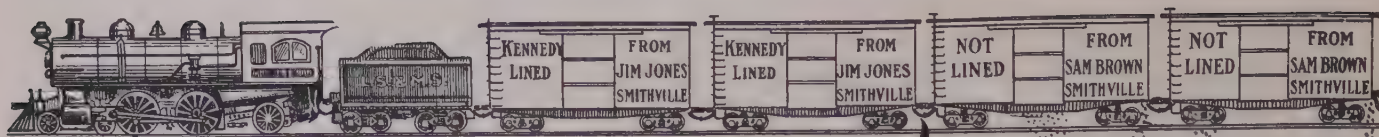
Baltimore, Md.

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Toronto, Ont.

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## profit line Sam Brown Learns a Lesson

James J. Jones and Samuel Brown,  
Were two good grain men in our town;  
Jones was wise, but Brown was not,  
Here's what one lost and the other got.

Well, they both did buy some grain,  
One shipped "lined," the other "plain";  
The "plain" one lost, the "well lined" won,  
So now my story is well begun.

It happened that both Brown and Jones,  
Oft swapped stories at each other's homes;  
So Brown one day said to him:

"I've lost two hundred dollars, Jim."

To this Jim Jones, with mirth, replied,  
"I thought you'd traveled far and wide;  
And learnt that you would rue the day,  
Unless your car was 'lined' by Kennedy."

"I shipped a car the self-same day,  
Just lined and coopered my regular way;  
The terminal reported every pound,  
So none was lost upon the ground."

Then Brown went home and made a vow,  
He'd buy Kennedy Liners, no matter how;  
He ordered some, they came right quick,  
To save grain now, he's learnt the trick.

## KENNEDY CAR LINERS

are being used by the majority of grain dealers all over the country, and each and every day finds new customers. In every instance they have proved to be a money saver and a check against leakage.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in **general bad order**; KENNEDY END LINERS, intended for cars with **defective** ends and corners; and the KENNEDY GRAIN DOOR LINERS furnish protection at the **grain doors**, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use, the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners.

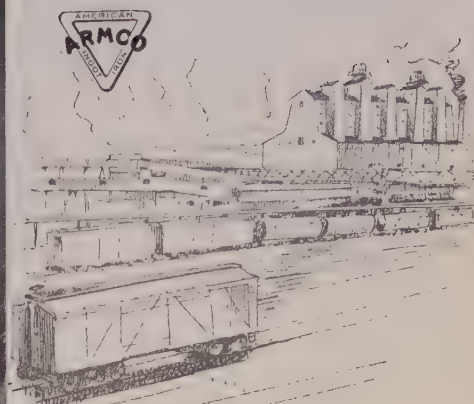
The NEW CROP will soon be here and during this season of the year you are always compelled to load cars out of condition and dangerous for grain loading. Now is the time to lay in a stock of KENNEDY LINERS. BE PREPARED. SEND NOW for an assorted list of these liners.

Losses →



THE  
**KENNEDY**  
CAR LINER & BAG CO.  
SHELBYVILLE, INDIANA





*Sulphur fumes from coal smoke is one of the most destructive elements as far as steel and iron is concerned.*

## A Smoky Gallery in New Orleans

The conveyor gallery connecting the Illinois Central R.R. Elevators "D" and "E," at New Orleans, is 1050 feet long, passing over forty tracks in the Illinois Central freight yards. Locomotives continually pass up and down the yards. And so these galleries are exposed on all sides, not only to the sleet and rain, but to the disintegrating effects of an almost continuous cloud of gaseous smoke.

The engineer, L. A. Stinson, who designed and built this gallery, finally specified **Armco Iron** Siding for the entire gallery, because no other metal lasted over two years—it was economy in the long run to specify **Armco**.

The conveyor belt is 36 inches wide, 5 ply, and is a continuous belt, 2100 feet in length. Besides this expensive belting,

the gallery contains expensive conveyor machinery. It was, therefore, necessary to side the Illinois Central gallery with a metal that would protect this equipment from disintegration due to outside atmospheric conditions. So Mr. Stinson insisted upon **Armco Iron** Siding. **Armco** is rust-resisting Iron. In its manufacture, the elimination of impurities is continuous and unbroken from start to finish, with the result that the final product is purer than at any stage in the refining process. Every portion of the finished product is of the same composition as every other portion. This prevents **Armco Iron** from rusting out in holes that would let in the locomotive smoke so destructive to rubber belting.

**Armco Iron** has stood the test under the most trying atmospheric conditions in grain elevator operation.

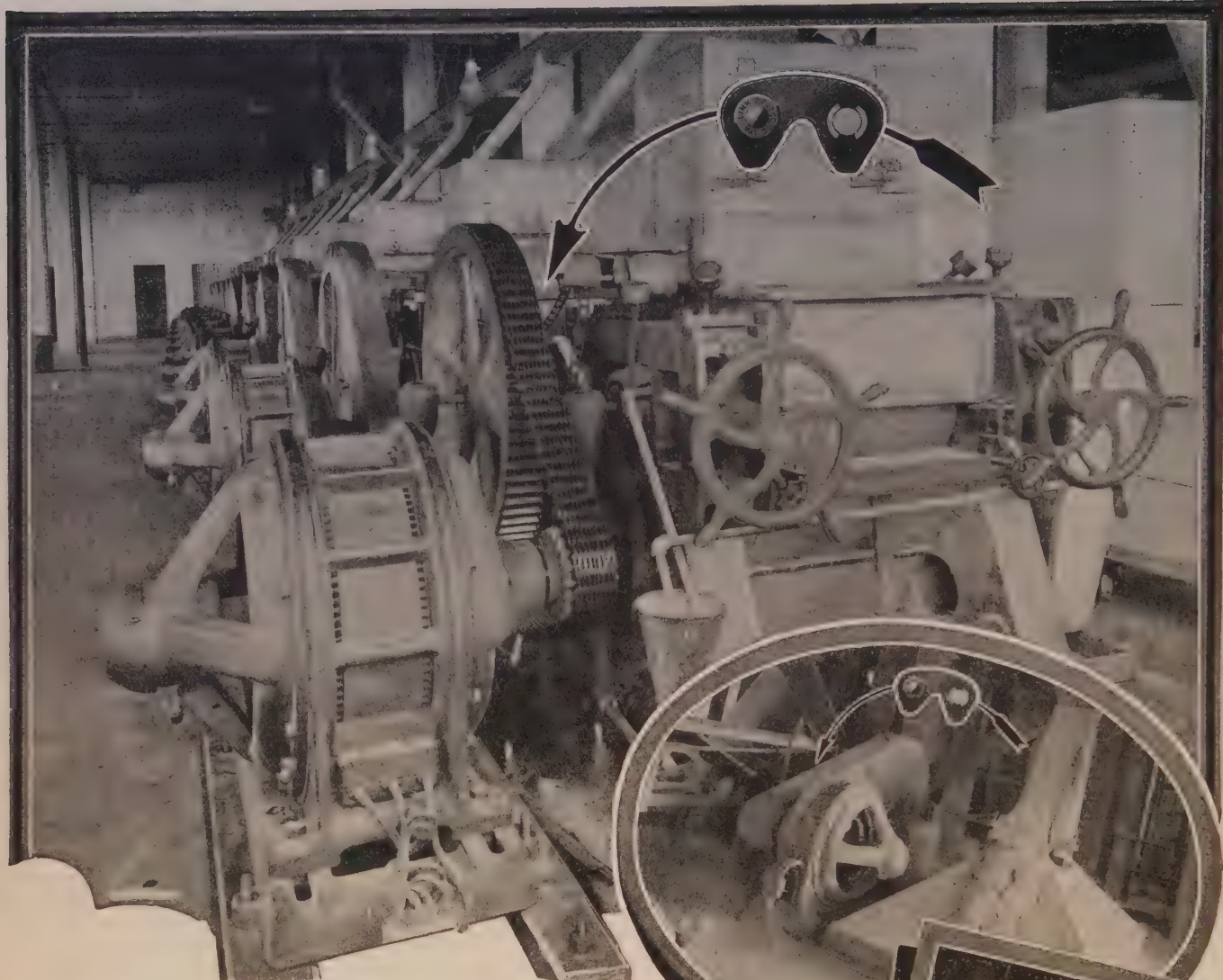


# ARMCO IRON



THE AMERICAN ROLLING MILL CO., Mddletown, Ohio





## Every Installation Makes New Friends

Among these friends are many of the largest grain, flour and cereal firms of America—such as the Postum Cereal Company, Kellogg Toasted Corn Flake Company, Shredded Wheat Company and Jersey Cereal Company. All have found Link-Belt Silent Chain Drives "flexible as a belt, positive as a gear, more efficient than either." They save power, save space, better product and increase the efficiency of driven machines.

Write for our Elevator and Mill Drive Catalog.  
Put your drive problems up to our engineers.

### LINK-BELT COMPANY

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# LINK-BELT SILENT CHAIN DRIVES

### We Also Make

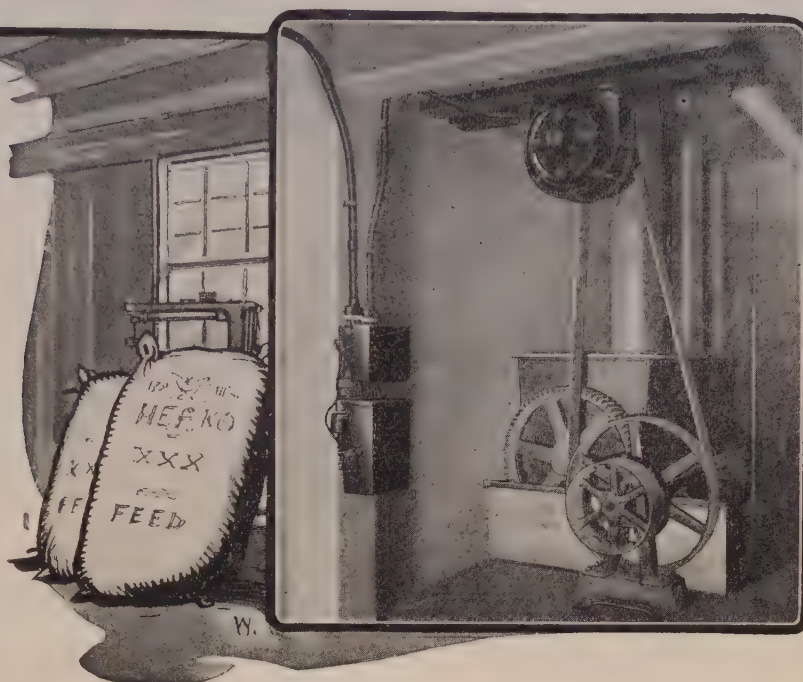
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Write for Catalogs  
Place X in Square



*Extensive use of electric power equipment enabled American mills to relieve a world food shortage without delay or interruption*

G-E Motor Driving Feed Mixer at the Hecker-Jones-Jewell Milling Company, Buffalo.



## Saving power by subdivision

**Y**OU can save power cost by running feed sections separate from flour machinery just as you can save power by operating your shovels separately and shutting them down between cars.

Not only saving in power cost but maximum dependability of operation and minimum fire risk characterize the use of G-E Electric Power Equipment in the leading mills of this country.

A bulletin, No. 4976, illustrated by photographs taken in mills producing the larger part of our flour will be sent on request and our engineers will be pleased to assist in the design of new mills or the changing over to electric power of old ones.

**General**  **Electric**  
General Office **Company** Schenectady, N.Y.



# Let Us Show **YOU**

## **How We Help You Get the Feed Business of Your Locality**

We have a business building plan that will help you get the feed trade in your locality. We want to put it in your hands for consideration. We want you to see how easy you can apply it to your trade zone. No trouble—no work—we do all that. We can't show it in this advertisement or tell you all about it—just

## **Write for Particulars**

Simply say, "send me your plan showing how you help feed dealers to get the bulk of the feed business in their locality." No matter whether you are now handling our feeds or not. It fits both old and prospective dealers. Costs nothing and writing for it does not place you under any obligation. It is well worth looking into because it is built especially to increase your feed trade—and it does it, too.

Dealers are enthusiastic about this business building plan. Here's a sample of responses:

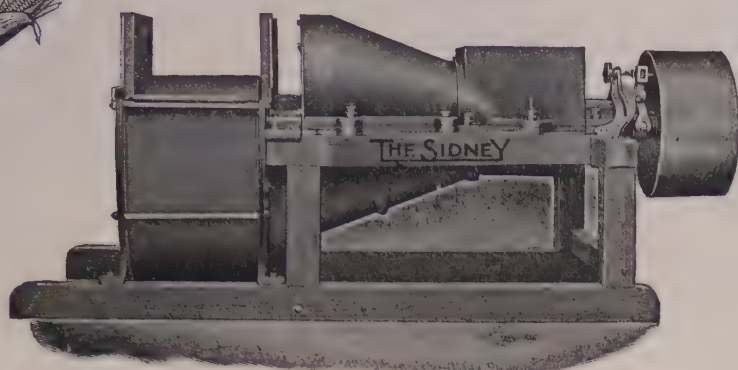
"You have stirred us up. We now feel sure of selling one or more cars of your feeds a week. We know that we are going to 'get there' with your help."

Write for it today—RIGHT NOW—lest you forget.

### **The Quaker Oats Company**

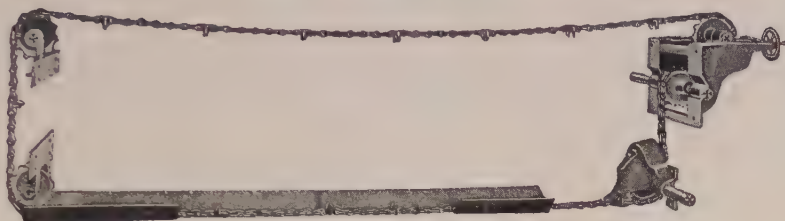
Address:  
CHICAGO, U. S. A.





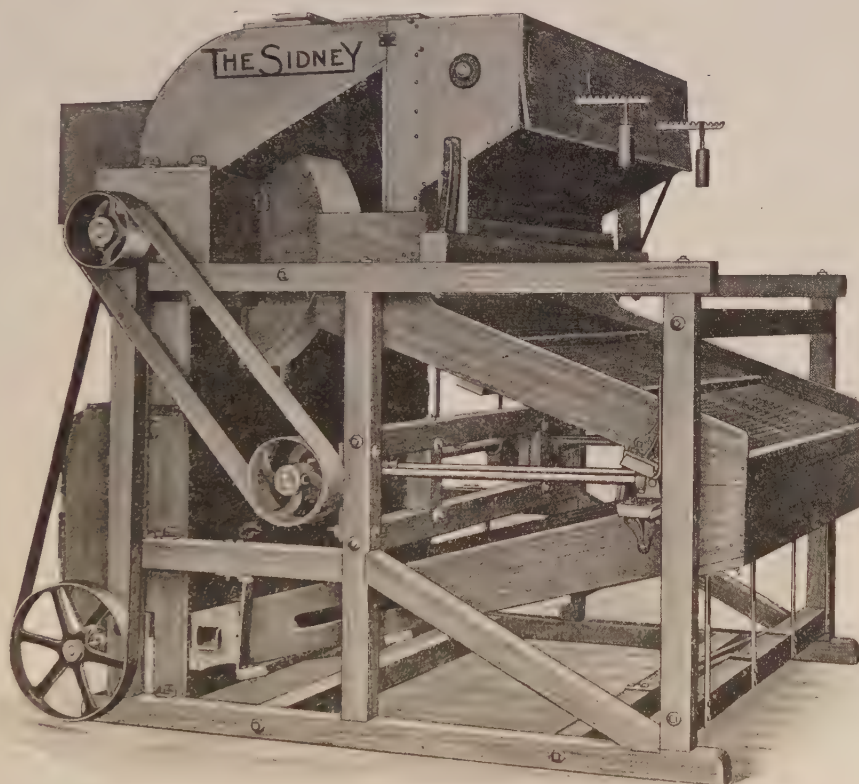
Sidney Combined Sheller and Boot,  
without take-ups on boot.

A combination of our regular sheller and standard cast iron elevator boot requires no expensive hoppering and eliminates deep tank or pit under the elevator. Guaranteed to work successfully on corn in any condition.



Sidney Style B Grain Drag

Cast iron lining and wrought iron return track included. The chain fits the box lining perfectly, so that it cleans the drag, and where used for different kinds of grain there is no mixing of grain.



Sidney Double Shoe Corn and Grain Cleaner

The Double Shoe Corn and Grain Cleaner will separate corn from cobs and clean the corn perfectly. It also is guaranteed to clean oats, wheat, rye and barley. Operation very simple. Shoes driven by opposed eccentrics, forming a counter balanced drive, and eliminating vibration.

THE PHILIP SMITH MFG. CO.

SIDNEY

OHIO



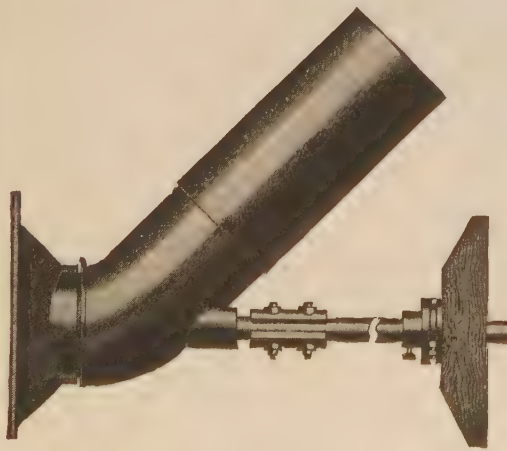
# EVERYTHING FOR YOUR ELEVATOR

At this time of the year you are investigating every mechanical device that will in some way increase the grain handling facilities of your elevator.

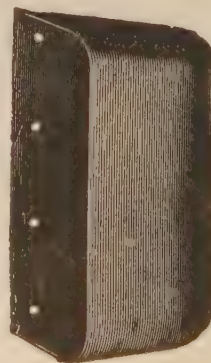
You do not want to install any equipment of questionable character, neither do you want to install a machine because it is cheap in price. What you do want is equipment that has been tried out and tested to the highest degree; equipment that your brother grain dealers have used and found satisfactory; equipment that can be relied upon at all times.

WESTERN elevator equipment is more widely used in grain elevators than any other on the market. It is not an experiment. It is the result of over 40 years of study and experience. WESTERN devices and machinery are the accepted solution of every grain elevator machinery problem. Throughout the country are WESTERN users who will bear out this statement.

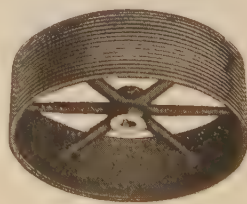
If your plant is equipped with WESTERN machinery you do not need to be afraid of breakdowns. It saves you more money in installation, operation and maintenance than any other elevator equipment manufactured. Before buying your new equipment investigate the



"Western" Ball Bearing Cast Iron Turn Head



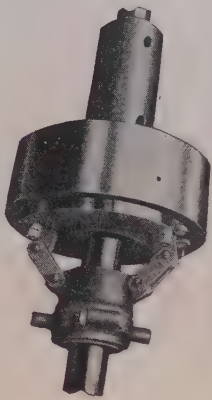
Salem Steel Elevator Buckets



Sheave Wheels and Pulleys



Loading Spouts



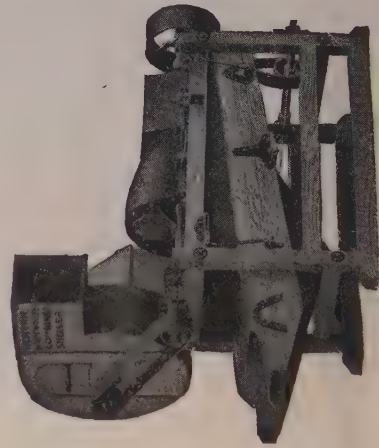
"Western" Friction Clutches



"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



# WESTERN



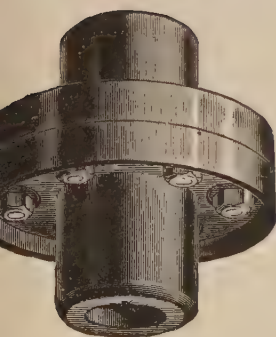
It comprises every known device necessary for the efficient conduct of an elevator. Look over the following and see what you need:

Bearings, Belting, Belt Conveyors, Belt Tighteners, Boilers, Bolts, Boots, Buckets, Bucket Bolts, Boot Tanks, Car Loaders, Car Pullers, Chain Drag Feeders, Cleaners, Cotton Waste, Couplings, Distributors, Dock Spouts, Elevator Heads, Engines, Feed Gates, Feed Mills, Fire Pails, Flexible Spouts, Friction Clutches, Garner Irons, Gears, Grain Samplers, Grain Testers, Grease Cups, Grinders, Indicators, Lace Leather, Link Belting, Manlifts, Perforated Metal, Power Shovels, Pulleys, Rope Drives, Scales, Screw Conveyors, Set Collars, Shafting, Shellers, Speed Indicators, Spouting, Sprocket Wheels, Stay Rods, Steel Legging, Suction Fans, Take-ups, Turnheads, Washers, Wirecloth, etc., etc.

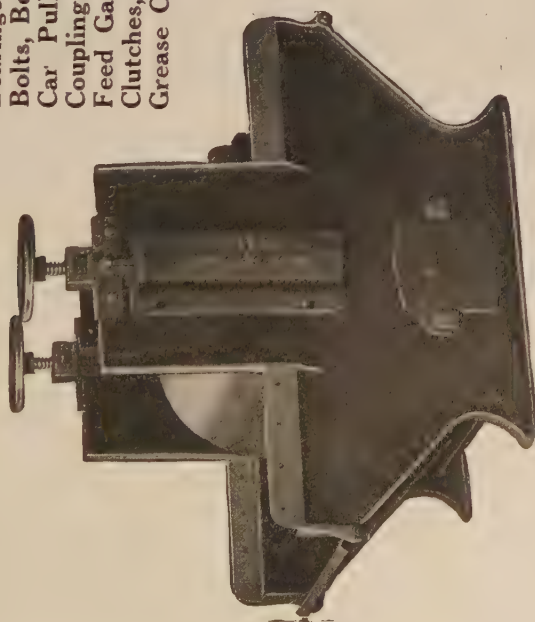
If you have just the slightest idea of building a new elevator or remodeling or repairing your old one—kindly send us full particulars, and we will gladly give you the best of advice taken from our long years of experience in the grain elevator machinery line.

If you haven't our catalog, you had better send for it today. You will want it throughout the season, and it's a good thing to have.

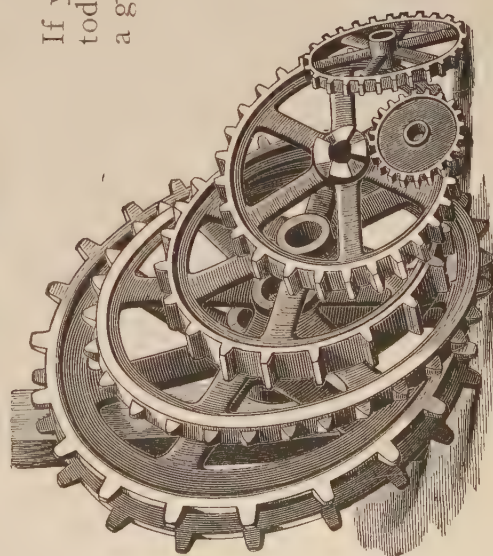
## UNION IRON WORKS DECATUR, ILL.



Flanged Face Couplings



Elevator Boot



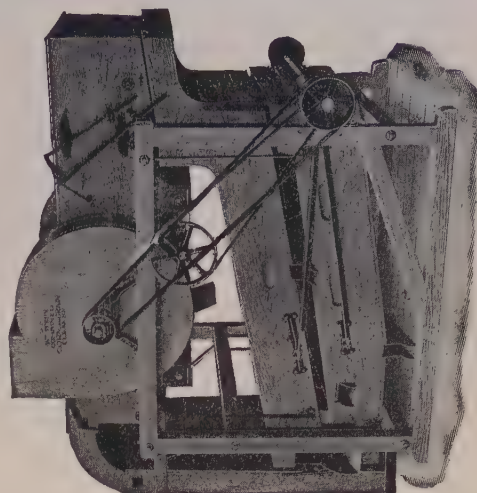
Sprocket Wheels



"Western" Mill Sheller



"Western" Gyrating Cleaner



"Western" Combined Corn and Grain Cleaner



# Protect your Elevator from Sparks and Smoke.

Locomotive smoke carries red hot sparks which make inflammable roofs a constant risk. The state fire marshal of Illinois reports 637 fires, from this cause, for February alone.

Smoke has a strong corrosive effect on sheet metal, and this combined with other corrosive influences destroys ordinary sheet metal very rapidly.

The safest, most practical, most lasting siding and roofing for elevators is **Toncan Metal**.

Toncan Metal lowers your insurance rate. It protects your elevator against lightning as well as against locomotive sparks. It outlasts ordinary sheet metal two and three to one.

Write today for our "Corrosion Book," a veritable handbook on sheet metal.

**The Stark Rolling Mill Co.**

Canton, Ohio

Sole Makers

**TONCAN**  
METAL

Cannot Burn.

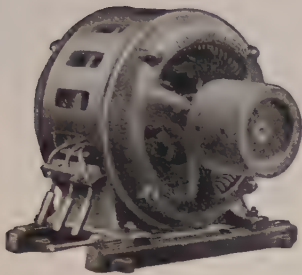
Resists Corrosion.





# Motors for

## Grain Elevators



Motor Assembly Department  
Bullock Works

Allis-Chalmers Induction Motors meet all the requirements of elevator service. They are simple in construction, ruggedly built, easily handled and reliable in operation.

The squirrel cage type, having no wearing parts except the bearings, assures freedom from sparking and thus eliminates the fire hazard. Motors and starters are equipped for conduit wiring.

Various types are available for belt, chain or gear drive, or for direct connection; also back-geared motors for especially slow speeds.

Allis-Chalmers motors are used exclusively in many of the largest terminal elevators of the country, being selected by leading elevator engineers.

Our experience in motor design and application covers more than a quarter of a century.

Our stock of standard motors was never in better shape for prompt shipment.

Let us know your motor problems. Allis-Chalmers experience is at your service, for solving them.

**Allis-Chalmers Manufacturing Co.**

*Complete Power and Electrical Equipment*

**Milwaukee, Wisconsin, U. S. A.**

*District Offices in All Principal Cities*



# ALLIS-CHALMERS





THE UBIKO MILLING CO., CINCINNATI, OHIO

EDWARDS INTERLOCKING SLAT ROLLING DOORS protect this modern, up-to-date elevator from fire and the contents from theft, besides increasing the available floor space. For convenience of operation, and for economy of installation and maintenance, owners and builders who have given the subject careful study are equipping the doorways in both old and new plants with

## Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

*Our Engineering Department will submit plans and specifications. Write today for catalog.*

## THE EDWARDS MANUFACTURING CO.

LESTER G. WILSON, Consulting Engineer

339-389 Eggleston Avenue

CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.

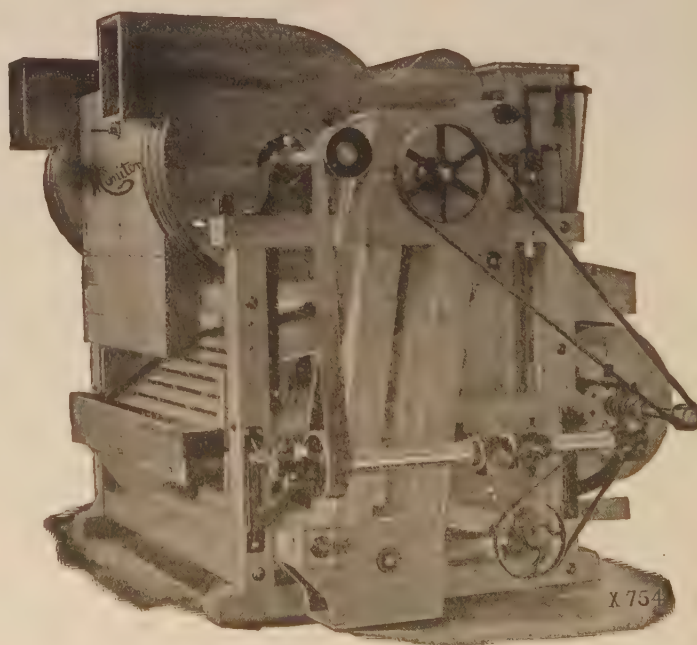


## Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

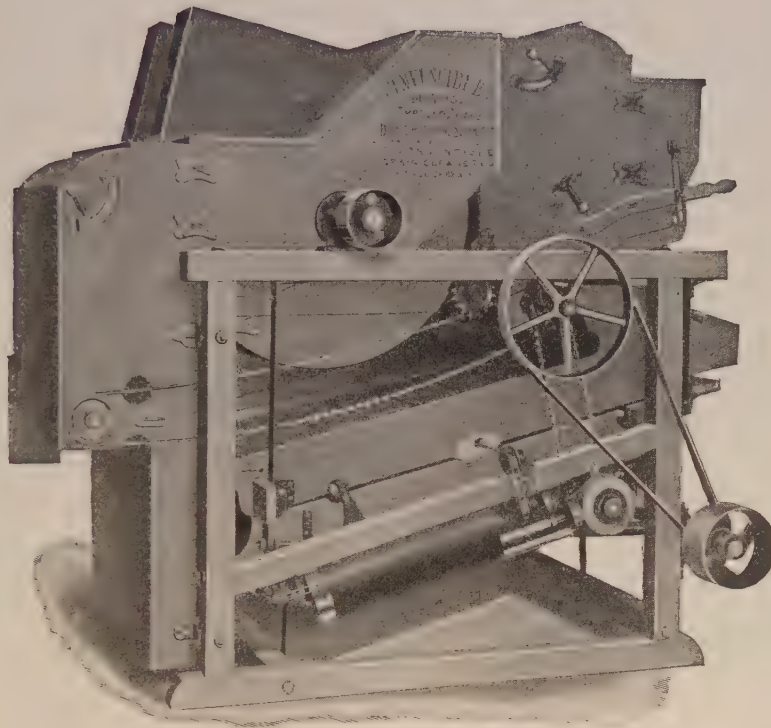
**HUNTLEY MFG. CO.**

Silver Creek, N. Y.





# INVINCIBLE



THE FOUNDATION  
OF A SUCCESSFUL  
ELEVATOR BUSINESS

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

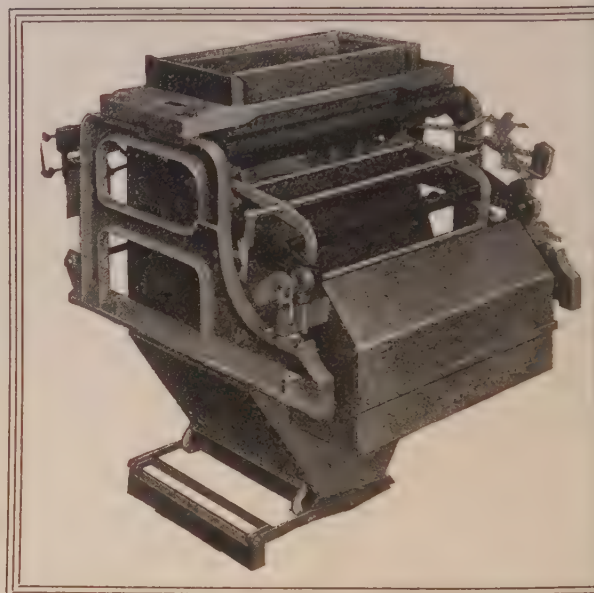


# — KNOCK —

## THE GRIEF

### OUT OF WEIGHING

By Purchasing A  
**NEW**  
**RICHARDSON**



9 out of 10 of all Automatic Scales sold are RICHARDSONS.

#### SOME OF THE REASONS WE LOSE THE TENTH

- 1st. Country hasn't gone dry yet.
- 2nd. First Automatic Scale customer ever bought.
- 3rd. Bought another Scale because other salesman begged him to "Just try one."
- 4th. Other salesman said it is "nearly like Richardson" and costs a lot less money.
- 5th. The contractor wanted to make some extra money and furnished a cheaper scale.
- 6th. Bought rival Automatic on reputation of rival's other machines.

WHEN YOU BUY AN AUTOMATIC SCALE CHOOSE BECAUSE OF THE  
REPUTATION OF THE AUTOMATIC.

## RICHARDSON SCALE CO.

Chicago, 209 So. State Street  
Omaha, Keeline Building

Minneapolis, 413 So. 3rd Street  
Wichita, 147 No. Emporia Avenue

FACTORIES: Passaic, New Jersey



# WATERBURY

## CORDAGE



### WATERBURY

WIRE ROPE  
ARMORED ROPE  
FIBRECLAD ROPE  
MUSIC WIRE  
MANILA ROPE  
SISAL ROPE  
DRILLING CABLES

Waterbury Manila Cordage may be depended upon to give the maximum of service that can reasonably be expected of any given "grade" of rope.

Only carefully selected Manila fibre is used in its manufacture and this is graded by experienced hands after being received at our mill.

Waterbury "Grade" Marks always mean what they say—and are backed by a century of rope making experience.

#### CATALOG HANDBOOK

A 220-page cloth bound Rope Manual covering all kinds of rope—Fibre, Wire, Fibreclad Wire and Armored Wire—will be mailed free upon request.

### WATERBURY COMPANY

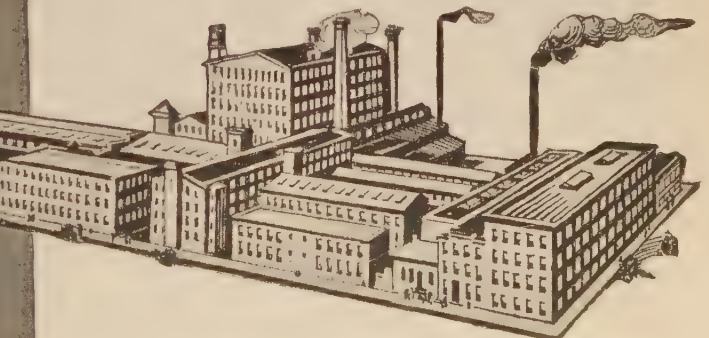
63 PARK ROW, NEW YORK

Chicago.....1315-1321 W. Congress Street  
San Francisco.....151-161 Main Street  
Dallas, Texas.....A. T. Powell & Company  
New Orleans.....1018 Maison Blanche Building

2306-W



WATERBURY COMPANY  
NEW YORK, U.S.A.





# Westinghouse CS Motors

*Built Ruggedly  
for Steady Service*

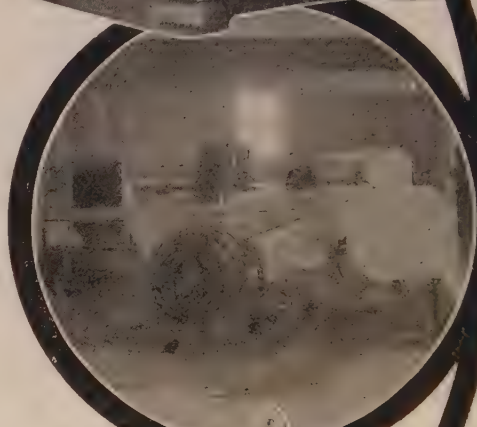
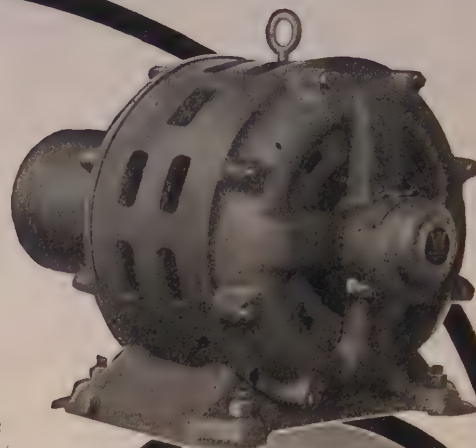
Frequent usage has dulled the meanings that the words "durable" and "dependable" should convey—but close and extended contact with industrial needs has only quickened our appreciation of what these qualities mean in a motor.

Apply Westinghouse CS Motors for operating elevators, grinders, conveyors, scourers, separators, packers and other grain elevator or flour mill equipment. Use them anywhere that continuous service is required. The Westinghouse CS Motor is exceedingly simple in construction and possesses very few parts. The shaft and bearings are of generous proportions. Form wound coils thoroughly insulated, well braced windings and practically indestructible rotors will assure that durability and dependability. The greatest economy is practised by specifying Westinghouse CS Motors. The characteristic thoroughness of Westinghouse manufacture is embodied in every detail of their construction.

Westinghouse Electric & Mfg. Co.,  
East Pittsburgh, Pa.

**W**

WESTINGHOUSE  
ELECTRIC







## RELIABILITY THE KEY TO SUCCESS

Slippage begins with new belts, and as the belt stretches, production falls off, little by little, till belt dressing or resin will not pull the load.

Have you any way of figuring what belt slippage costs you? A vital loss, usually 3% to 8% in every belt, becomes a fatal loss in the usual series of belts found in industrial plants. In every case this can be prevented by the use of

### MORSE SILENT ROCKER JOINT CHAIN DRIVE

The name "MORSE" gives assurance that material and workmanship fulfill our rigid requirements, and every drive is guaranteed for efficiency and durability.

### THE MORSE ENGINEERING SERVICE

is available to all who have belting difficulties. Manufacturers with high cost and a low output, SHOULD COME TO US.

Whenever you have any special problems with which you feel you need experienced advice, please call our nearest office. Confer with our experts.

A drive may be needed for special service in Dust, Gases, Acid Fumes, Steam, or may require speeding up, or increased power.

Let us have your problem. You will be in no way obligated.

**STRENGTH      SIMPLICITY      ENDURANCE      SILENCE**  
**MORSE CHAIN CO.,** Largest Manufacturer of **ITHACA, N. Y.**  
 MORSE ENGINEERING SERVICE      ASSISTANCE WITHOUT OBLIGATION

Address Nearest Office

BOSTON, MASS.....	141 Milk St.	ATLANTA, GA.....	Earl F. Scott, M. E., 702 Candler Bldg.
CHICAGO, ILL.....	Merchants Loan and Trust Bldg	CANADA.....	Jones & Glassco, Regis'd
CLEVELAND, OHIO.....	Engineers Bldg	MONTREAL.....	St. Nicholas Bldg., Toronto, Bank of Hamilton Bldg.
DETROIT, MICH.....	1003 Woodward Avenue	KANSAS CITY, MO.....	Morse Engineering Co., R. A. Long Bldg.
GREENSBORO, N. C.....	805 Ashboro Street	MINNEAPOLIS, MINN.....	413 3rd St., Strong-Scott Mfg. Co.
NEW YORK CITY.....	50 Church Street, Hudson Terminal Bldg.	ST. LOUIS, MO.....	Morse Engineering Co., Chemical Bldg.
PITTSBURGH, PA.....	Westinghouse Bldg.	LICENSEES FOR EUROPE & EASTERN HEMISPHERE	
SAN FRANCISCO, CAL.....	Monadnock Bldg.	The Westinghouse Brake Co., Ltd., 82 York Road, London, N.	



## ROPE FOR YOUR ELEVATOR

Sheaves are hard on rope. The constant friction produced by bending over the sheaves in your elevator requires the best rope possible. A break-down is costly to you and beneficial to your competitor. Prevent them.

### AJAX TRANSMISSION ROPE

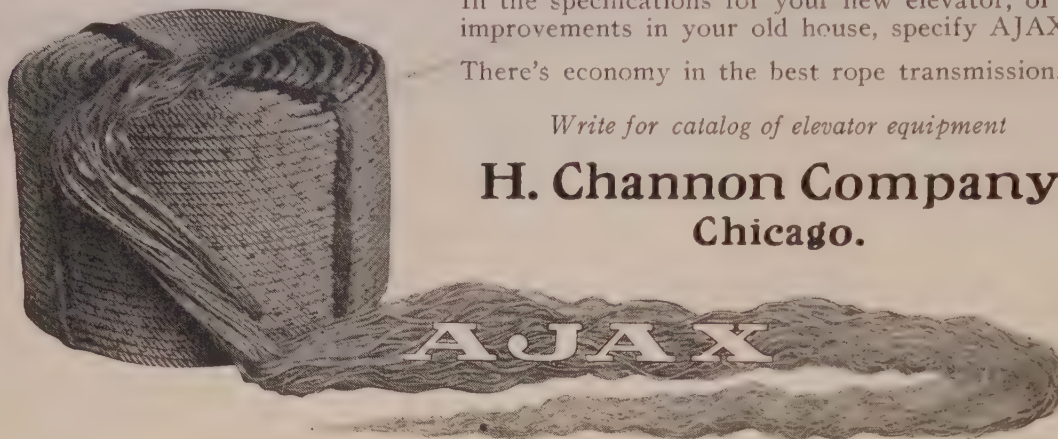
is especially designed and manufactured to meet the requirements of grain elevators.

In the specifications for your new elevator, or for improvements in your old house, specify AJAX.

There's economy in the best rope transmission.

*Write for catalog of elevator equipment*

**H. Channon Company.**  
**Chicago.**



## Grain Driers Rotary Driers

### Quality

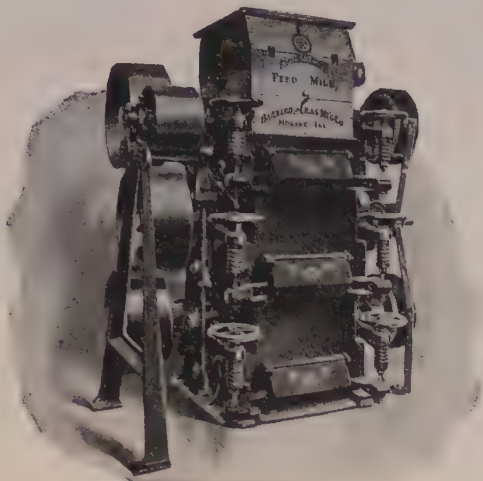
### First-Last-Always



No.4 Rotary Drier  
BALL BEARING

**THE ELLIS DRIER COMPANY**  
**CHICAGO, U.S.A.**





Three-Pair-High Roller Feed Mill

Wheat Cleaners  
Corn Cleaners  
Corn Shellers  
Scalping Sieves  
Dust Collectors  
Meal Outfits  
Corn Drags  
Wagon Dumps  
Dump Scales  
Employs Elevators  
Elevator Legs  
Turn Heads  
Power Shovels  
Loading Spouts  
Car Pullers  
Power Transmission  
Machinery



Double Acting Sifter

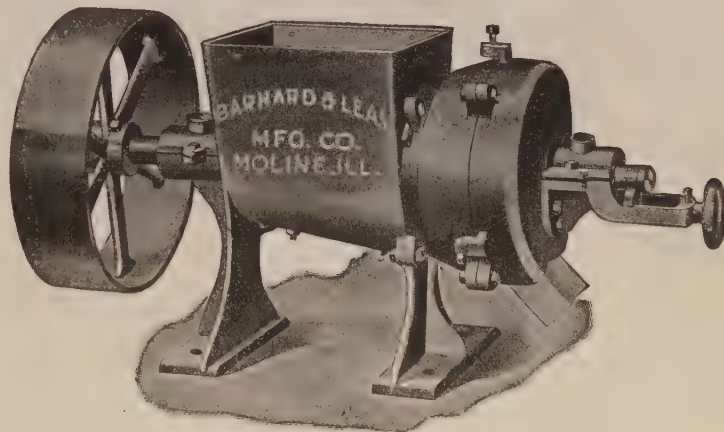
# BARNARD-MOLINE

Best Made

## Elevator Machinery

is Reliable and Dependable. Positive results have been attained by thousands of successful Elevator and Milling men, and positive results are what count most when you want the best quality products.

Barnard's ball bearing three-pair-high roller feed mill is very highly recommended for the special purpose of grinding coarse corn meal, chop feed, barley, rye meal and other small grains.



Barnard's Ear Corn Crusher

Elevator managers are fast realizing the large profits to be had in having a feed department in connection with their elevators. Many farmers want feed made from their own grain. Here's your chance to supply their wants.

Write us for our Free Catalog.

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

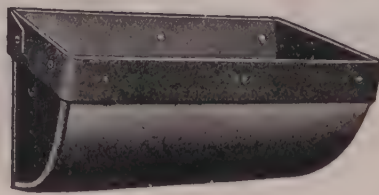
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# COMPLETE GRAIN ELEVATOR EQUIPMENT



**Minneapolis V Buckets**



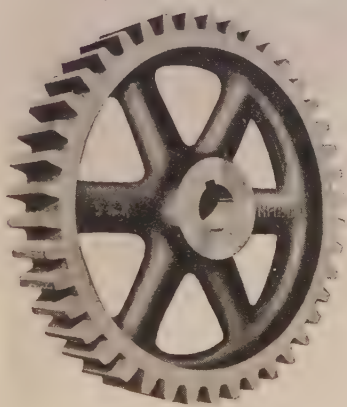
**Empire Buckets**



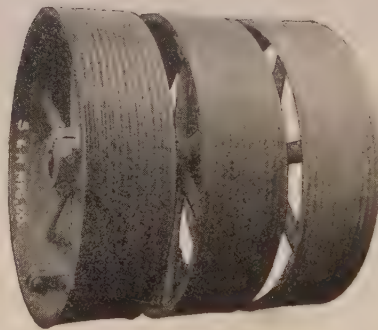
**Salem Buckets**



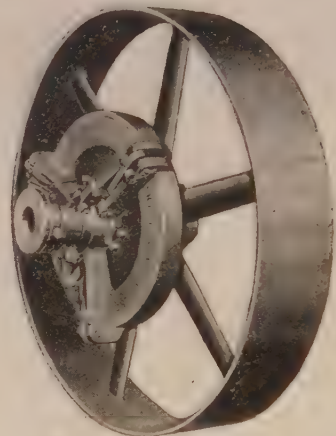
**Spiral Conveyor and Fittings**



**Gearing**



**Rope Drives**



**Clutch Pulleys**

Carpullers  
Clark Shovels  
Belting  
Bucket Bolts  
Chain Belting  
Take-Ups

Elevator Boots  
Steel Lagging  
Turnheads  
Indicators  
Pinch Bars  
Belt Tighteners

Flexible Spouts  
Distributing Spouts  
Shaft Bearings  
Sprocket Wheels  
Dump Irons  
Belt Conveyors

All this material is manufactured by us and completely described in our general catalog, No. 18, a copy of which we want to send to every grain elevator and mill owner.

**SKILLIN & RICHARDS MFG. CO., CHICAGO**



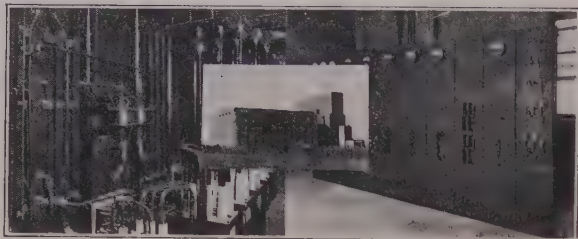
# GOODRICH "CARIGRAIN" BELT



This represents the highest development of the Conveyor Belt for Grain handling. Its extreme toughness and flexibility, its perfect adaptability for use with troughed or flat idlers, and its remarkable long-aging qualities make "CARIGRAIN" a profitable purchase that will "carry-on" with almost indefinite persistence. Write us today.

THE B. F. GOODRICH RUBBER CO., The City of Goodrich—Akron, Ohio





## Electrical Installations

This is one of the many large electrical installations in grain elevators that has merited the approval of hundreds of firms in the United States and Canada.

We have the organization and have proven our ability to make any size installation. We have only one grade.

We will gladly help you analyze your problems. Submit them.

**PIERSON-WILCOX ELECT. CO.**

223 6th St. So. Minneapolis, Minn.

## The Automatic Dump Controller Still on the Job!

Since 1908 I have been a faithful friend to the Grain Elevator man, as well as the Farmer.

During the War, when our noble men were "Over There" fighting to save not only our Country, but the whole world from the terrible doom that seemed to be coming to them, they were backed by the spirit of true patriotism at home.

We knew our boys had to be fed. We knew it would take well equipped elevators to put the grain into condition to be shipped and handled in the best and quickest possible way.

We knew that without a good dump we could accomplish practically nothing, and so the operation of the dump at that period was very essential and it still is, and I believe you found me "Always at Your Service."

Now, since the victory is won, and our boys are returning home to take up their duties again, let us not forget that it was the Spirit of Efficiency, the being able to discern the right thing at the right time, which won the WAR.

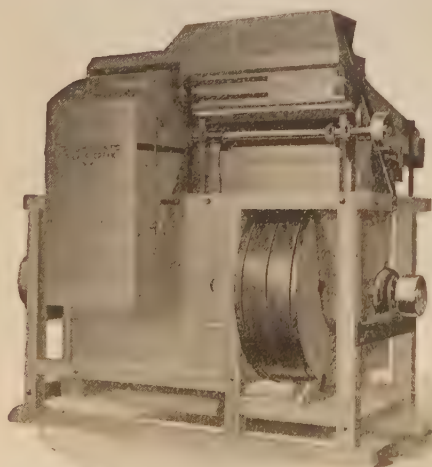
**EVERY ELEVATOR OWNER WILL PLAY THE EFFICIENCY GAME EVENTUALLY!  
WHY NOT NOW?**

*Circulars upon request*

**L. J. McMILLIN**

525 Board of Trade Bldg., Indianapolis, Ind.

Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



*Ask someone who owns one!*

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



**"EUREKA"**



**OAT CLIPPERS**

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**

SILVER CREEK, N. Y.

REPRESENTATIVES

William Watson, 415 Western Union Bldg., Chicago, Ill.  
J. E. Gambrill, 749 E. Church Street, Marion, Ohio  
J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.  
F. E. Dorsey, 4015 Prospect Avenue, Kansas City, Mo.  
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.



# **“HAMILTON”**



## **“Improvement Specifications”**

If you are going to build or remodel your elevator this spring, do you know just what materials and equipment go into that job?

If carefully prepared plans and specifications are made before any work is commenced, the job is always finished according to the original agreement between the builder and the grain man. Read and study your specifications before work is commenced. Be sure

### **“Hamilton Made” Rubber Belting**

is specified. Hamilton belting is specially designed for grain elevators, and is being used in America's most modern elevators.

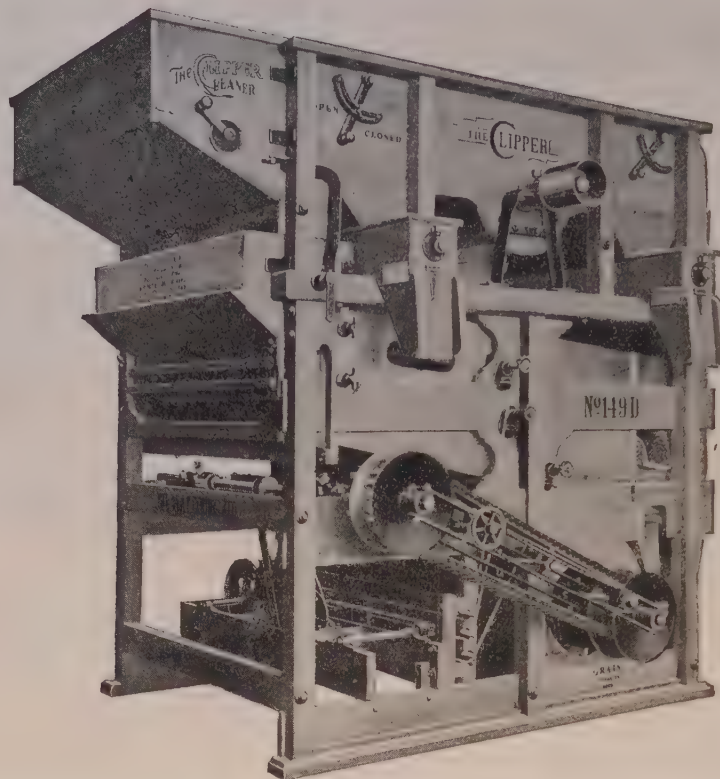
218 North Wells St., Chicago, Ill.

## **HAMILTON RUBBER MANUFACTURING COMPANY**

Factories: Trenton, N. J.

Branches: N. Y., Philadelphia





## The "Clipper" Double Suction Grain Cleaners No. 8-D and No. 149-D

To the Grain Dealer who is looking for a strictly high-grade Cleaner for grain, we can furnish one of the above machines, and with it give an iron clad guarantee of proficiency. The No. 8-D has been on the market five seasons and in that time we have placed a large number of them with some of the best and most critical of the grain trade, and we have never lost out on any machine that we have sold and delivered, have never had one of them refused and none returned. Neither have we ever been asked to make any reduction in our bill on account of any defect in workmanship or any failure of the machine to fulfill the guarantee given with it.

The No. 8-D and No. 149-D are exactly alike excepting that the No. 8-D has about one-third more capacity than the No. 149-D.

Both machines are equipped with the Variable Air Regulator which produces the exact degree of air blast without any annoying changes of pulleys or belts. A simple turn of the wheel does the trick.

Both machines have the double screen system; the oats and wheat screens remain in the machine all the time. The grain is shifted by means of a feed gate upon the screen it is desired to use.

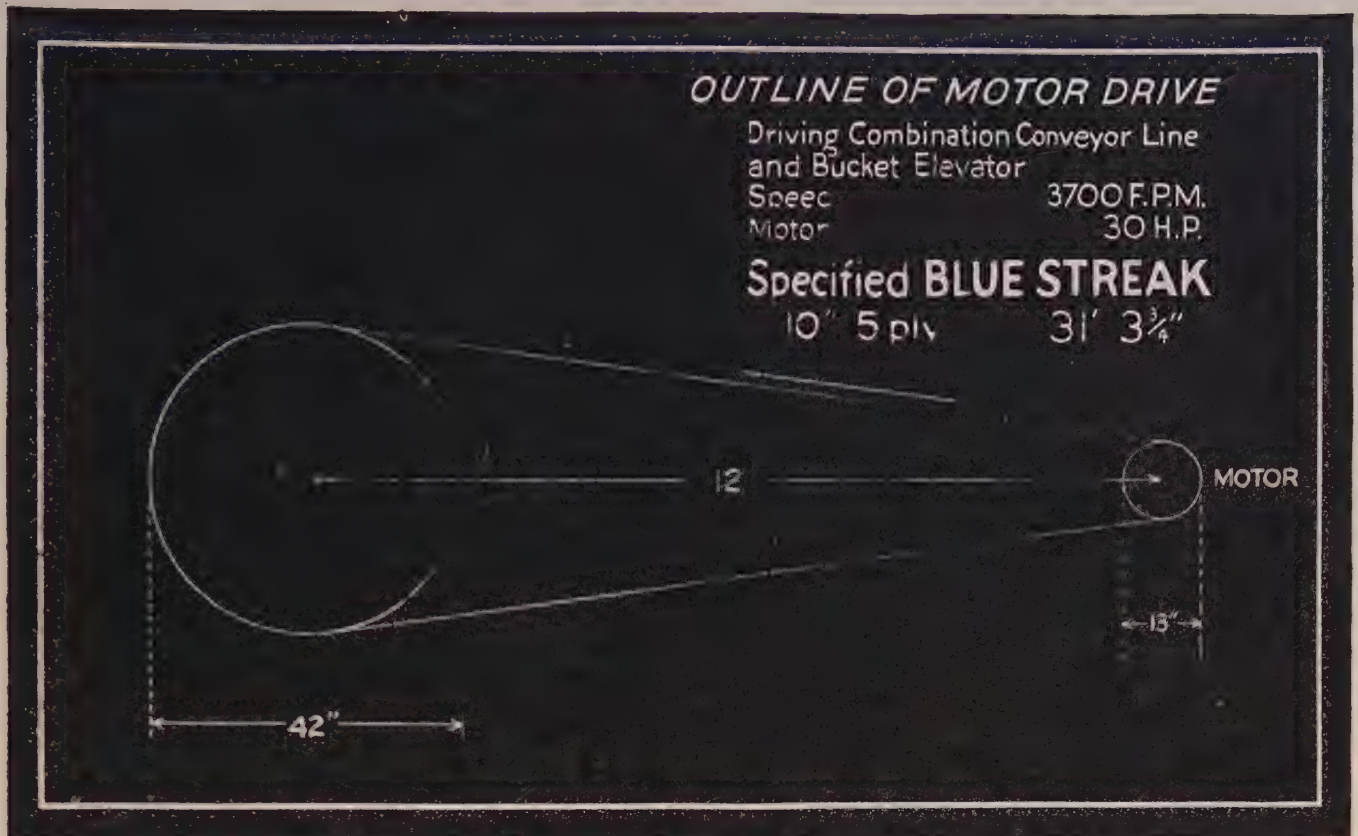
Our Traveling Brushes keep the screens from clogging and the highest screen efficiency is secured at all times.

The exhaust fan shaft in these machines, which is also the main drive shaft, runs in heavy ball bearings, absolutely preventing any friction or cutting or heating of the shaft, making the machines run easily, quietly and smoothly.

*Write for new catalog*

**A. T. FERRELL & CO., Saginaw, W. S. Mich.**





## The Hard Drive That Seems Simple—and the G.T.M

*Fifteen belts had been devoured* in a plant in Allentown, Penna., in three years by a small motor-drive that seemed to be simple and easy. The fifteen had been of every conceivable type and material. Their prices ranged from the cheap to the most expensive. One day a G.T.M.—Goodyear Technical Man—Mr. Ford from our Philadelphia Branch, called on the plant superintendent. He got a hearing immediately, and it surprised the G.T.M. Generally the first thing he got was a question about prices.

*The G.T.M. explained the Goodyear Plan* of selling belts only after a careful analysis of the drives to be served—and not as a grocer sells sugar. The superintendent took him to the motor-drive that looked so simple and easy, and told him how it fairly ate up dollars. The G.T.M. looked it over.

*He found that the drive wasn't simple* and easy at all. It transmitted power to drive a combination conveyor line and bucket elevator—without the use of reciprocal gears. All the strain and vibration of the conveyor and bucket elevator loads were directly on the belt. It just had to be kept exceptionally tight. In addition the drive was in a grinding room so that an excessive amount of gritty dust collected on it, got between it and the pulleys, and ground away at the belt face. The G.T.M. pointed out all these things to the superintendent. "That's true," said the latter, "and what are you going to do about it?"

*The G.T.M. thought it over.* Then he measured the pulleys, the distance between centers, and the belt speed. He figured for a few moments and told the superintendent that the drive needed a 31 foot 3 $\frac{3}{4}$  inch, 5 ply Blue Streak Belt—and added that a certain kind of fastener should be used.

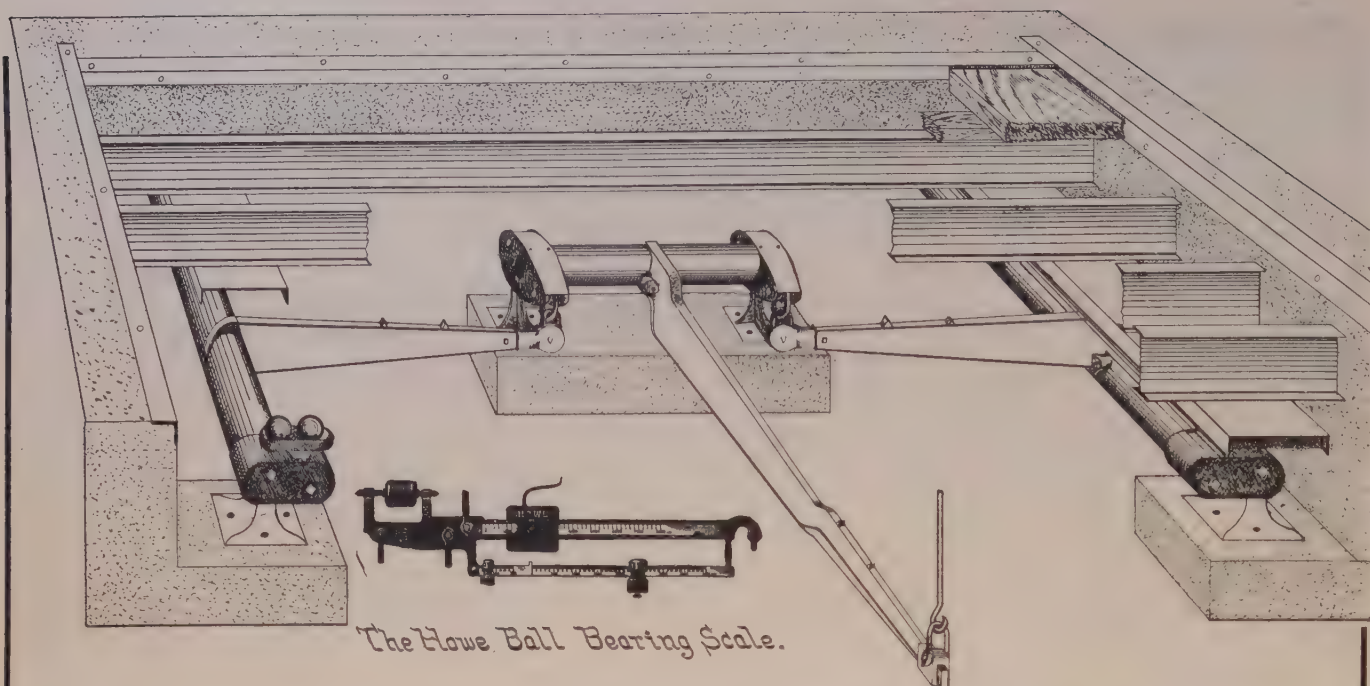
*Then he quoted the price.* It was less than that of some of the previous belts. He got the order—not because of the price, but because his methods of studying the conditions and prescribing the proper Goodyear Belt seemed to the superintendent the logical method. The belt came, was installed March 23, 1917, and is still serving the drive. It has already given over a year and a half of service. The best average before that time had been four and a half months.

*The saving effected was so great* that the G.T.M. was asked to analyze other drives and to prescribe proper belts. If you have a hard drive, especially if it is one whose belt-devouring nature seems unexplainable, ask a G.T.M. to call. One from the nearest Goodyear Branch will be glad to do so when next he is in your vicinity. His service is free—for the savings it effects for purchasers are so evident and material, that a gratifying volume of business from the plants analyzed is certain to be ours within a few years.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES  
**GOODYEAR**  
 AKRON





The Howe Ball Bearing Scale.

You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

*No expense in upkeep after the original cost of Scale  
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



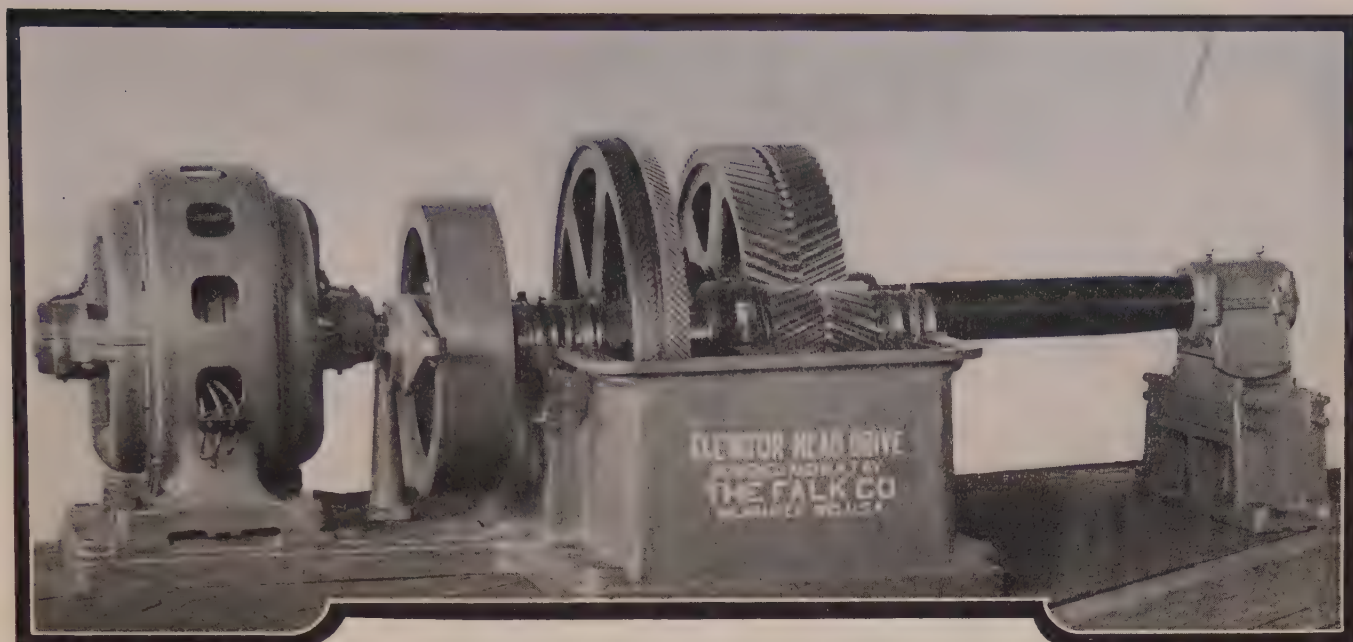
We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



**AMERICAN SUPPLY & MACHINERY CO.**

1102-4 Farnam St., Omaha, Neb.





## Ready for the World's Most Modern Elevator

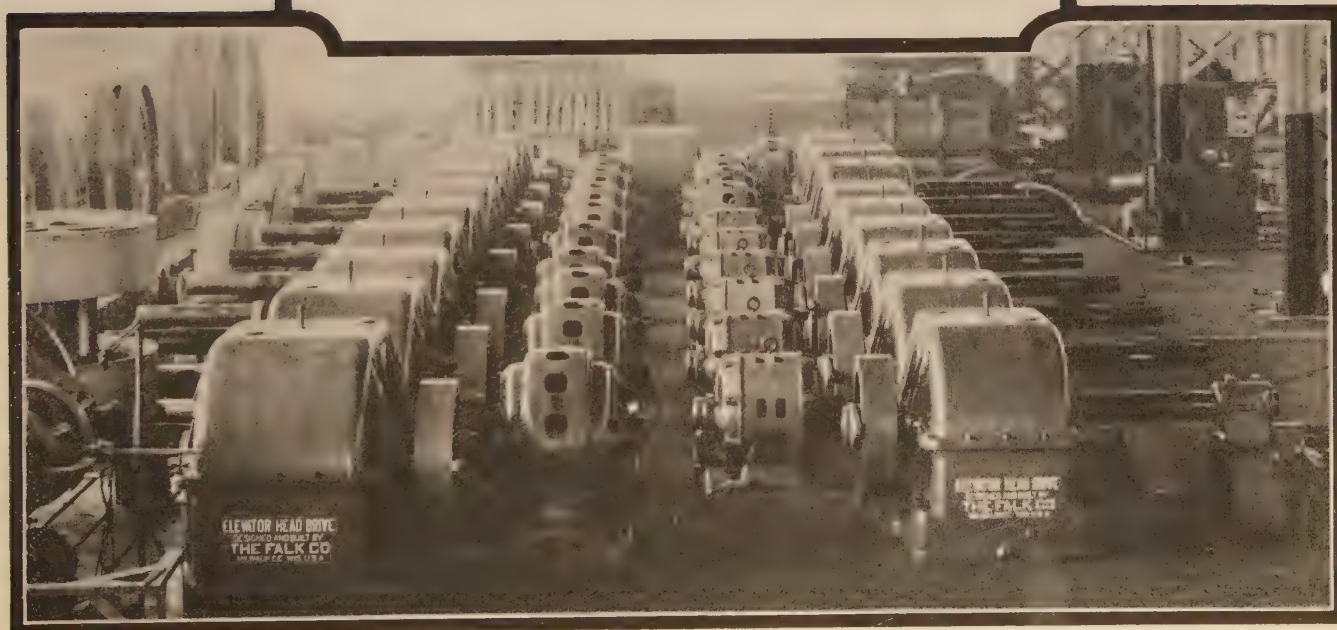
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

### THE FALK CO.

Milwaukee, Wisconsin





# ELEVATOR MACHINERY

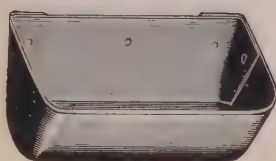
Direct from the Manufacturer

**Lower Prices      Guaranteed Equipment**  
**Prompt Shipments**



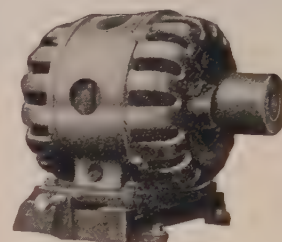
Iron, steel and wood pulleys  
Rubber and leather belting  
Elevator buckets and boots  
Distributing and flexible spouts  
Man lifts  
Oil engines  
Electric motors  
Car movers  
Scales

Sprocket wheels and chain  
Transmission rope and sheaves  
Power grain shovels, car pullers  
Shafting, gearing, hangers  
Spiral conveyor, wagon dumps  
Friction clutch pulleys  
Brooms  
Corn shellers  
Lifting jacks  
Coal handling supplies



## Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



**R. R. Howell and Company - - Minneapolis, Minn.**

# COMPLETE EQUIPMENT

*For Your Elevator*



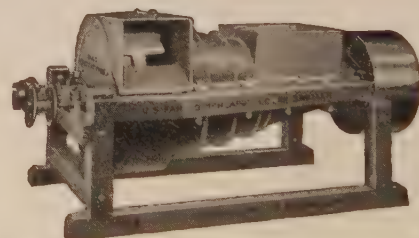
**THE "U. S." GRAIN CLEANER**

Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.



**The Constant Safety Manlift**

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



**THE "U. S." CORN SHELLER**

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.

**B. S. Constant Mfg. Co.**  
**Bloomington, Ill.**





# Conveyor Belts

THE most important step toward increasing the efficiency of Conveyors is the new method of constructing every United States Conveyor Belt for the particular service it is to perform.

The weight of duck, the construction of the body, and the rubber friction are especially selected—every precaution is taken to insure perfect satisfaction.

**United States Rubber Company**





**O**UR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

**THE DAY COMPANY**  
Minneapolis, Minn.

## You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

**THE ENGELBERG HULLER CO.**  
831 W. Fayette Street SYRACUSE, N. Y.



Wasting your brain figuring how you can keep out of buying a dust collecting system is like figuring on the best way of ultimately destroying your plant with the greatest loss.

Insurance men, Uncle Sam's specialists on dust collecting telling you of the danger and the many examples of ruin caused by dust explosion, ought to be enough to make you investigate.

### NEW 1905 CYCLONE DUST COLLECTOR

works on less power and with greater results than the old style cyclone types. They are built differently, hence work better. *Send for the facts.*

**THE KNICKERBOCKER CO., JACKSON, MICH.**

Prevent  
**CLAIM LOSSES**  
with

### TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

**6000 SHIPPERS**  
Are now using them.

Write for samples and prices.

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



### CONE-SHAPE GRINDERS

#### It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. GI  
**N. P. BOWSHER CO., SOUTH BEND, IND.**



SQUARE DEAL Co-operative Elev. Co. says: "The ad in your last issue sure brought results. We have had as many as five and six applications a day from the one ad."

## ALBERT MILLER & COMPANY

Handlers of everything in

### HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Pooking  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.





# You will be particularly interested in American High Speed Chain for at least four reasons:

1. American High Speed Chain for any given width, provides a greater cross section of metal, and for any given pitch, is built with bearing pins of larger diameter, without taking more metal out of the link. Width for width, this chain is accordingly the strongest of which we know.
2. American High Speed Chain represents the latest practice in the use of carbonized and heat treated alloy steels for the securing of strength and good wearing surfaces.
3. American High Speed Chain in its design, is reduced absolutely to the essential working parts, carbonized plain pin and link, which simplicity is an unique and important feature of its construction. Its construction is designed to yield maximum service to the user, not to provide protection, under patents, for us.
4. American High Speed Chain has been used in every kind of service to which this type of chain is adapted, for a number of years, with such satisfaction that practically all, even our earliest customers, have continued to use it whenever in the market. In which are you more interested==a theoretical discussion of mechanical construction or the actual record of what our chain is doing for those who use it?

## Abell-Howe Company

National Distributor  
Chicago

New York

Philadelphia

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Indianapolis



## Large Quantities of High Priced Grain —————



## and a Richardson Combination

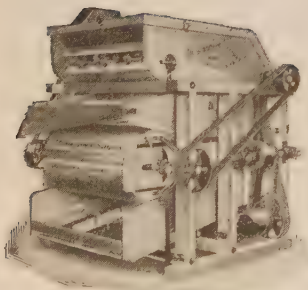
The system for handling wheat in large quantities which was originated by us, and was perfected thru ten years of actual operation, requires the use of the Simplex and Richardson together. By flooding the gang sieves on the Simplex so that approximately 50% extra wheat is being tailed over with the oats, the operator is certain of removing practically all the oats from the wheat, as the former are floated over the wheat blanket by the side shake motion and are not allowed to pass thru the perforations of the sieve.

The end shake motion on the lower shoe which carries the seed screen makes it possible to thoroughly remove the small seed dockage from the grain. The upper shoe which carries the cleaning gang has adjustments for both speed and shake, which

make it possible to handle almost any kind and variety of grain and get the best results.

The capacity of the sieves is greatly increased because of the wheat blanket, and the upper, or auxiliary, seed screen in the lower shoe, by scalping off about 60% of the wheat, allows the balance with the small seeds to spread out in a thin and uniform stream over the lower seed screen, thereby allowing the seeds to pass thru the perforations.

By passing the tailings to a Richardson Oat Separator (the apron machine) all the wheat is reclaimed, with the result that the combined equipment can be depended on to remove a heavy dockage of oats and other foreign seeds from the wheat and discharge the wheat with a dockage of less than 1%.

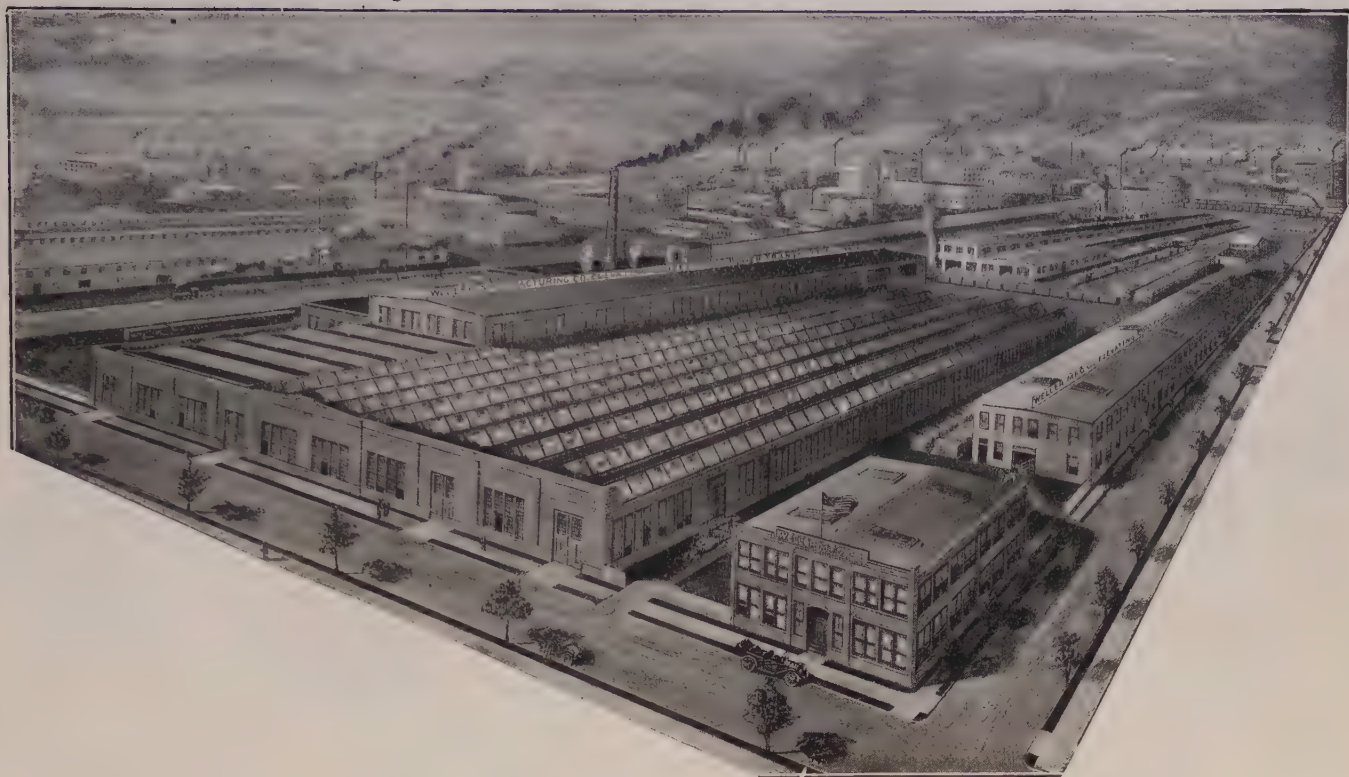



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**RICHARDSON GRAIN SEPARATOR CO.**  
1179 15th Avenue, S. E. MINNEAPOLIS, MINN.

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## SINCE 1886

Every elevator operator who purchases elevator equipment buys service. Squarely behind that service should be the facilities to make that equipment and make it right.

Since 1886 we have specialized in grain handling problems. We have

studied grain elevator equipment always with a view of low handling costs. Now when the margin of grain handling profits is so restricted, big profits depend upon good equipment.

Weller equipment has been tested in actual grain elevator operation.

One of the rigid shop rules of the Weller Manufacturing Company is that no piece of machinery shall be shipped out of its shops without first being fitted up and tested. Even a small sprocket or pulley with set screws is tried on a shaft of the proper diameter before going to the shipping department.

The grain elevator operator and hard-to-please construction engineer favor Weller machinery for the simple reason that time after time, and year after year, they have the same satisfactory experience in erecting their equipment in the field.

A test by you will verify the beliefs of others.



# WELLER MFG. CO.

1820 N. Kostner Avenue

CHICAGO

ILLINOIS





## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with  
**Torsion Balances.**



5055  
Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

**WE SELL ANALYTICAL BALANCES**

### The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
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## HALL NON-CHOKABLE ELEVATOR LEG.

Elevating grain is a **transportation** problem.

The rules and principles, which in 20 years have effected such enormous economics in railway and ocean transportation, are peculiarly applicable to grain elevation.

Suitable mechanism is a basic essential—but mechanism unskillfully manipulated is lost motion. Uneconomy—waste. Among masters, who are winners, it is considered obsolete.

Good ideas on the subject, the result of intelligent research and experiment, are found in Circular "F," sent free.

The **HALL DISTRIBUTOR** is not a new thing. Not an experiment. It is not an engineer's hope, nor a designer's dream, but an **ATTAINED SUCCESS**. It is in every state. It is the only device in a grain elevator that has stood a dozen years pre-eminent, unrivalled, unapproached and unimpaired. There may be differences of opinion as to the superiority of other grain appliances. There is none in the Hall.



**Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.**

## RID-OF-RATS



If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use **Rid-of-Rats**. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented **Non-Poisonous Exterminator** in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

**BERG & BEARD MFG. GO., Inc.**

100 Emerson Place

Brooklyn, N. Y.

## NEW BADGER SLIP-PROOF SAFETY SPURS CAR MOVER



**—the Slip-proof  
Safety Spurs**

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

**Try One 30 Days—  
No Money in Advance.**

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

**Advance Car Mover Co., Appleton, Wis.  
Canadian Advance Car Mover Co., Welland, Ont.**

## WE ANNOUNCE

to the trade that our new mill at Sioux City is in operation and that we are in position to furnish

## "APCO" NU-MEEL

Milled from the best alfalfa in South Dakota, Nebraska and Iowa, in a mill that is up-to-date in every feature, "Apco" products attain a degree of excellence not heretofore known.

**ALFALFA PRODUCTS COMPANY  
SIOUX CITY, IOWA**

Always in the market for alfalfa and prairie hay and all kinds of grain. Also shippers.

## CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x16 inches. No. 40 contains spaces for 12,000 cars, \$1.75. No. 42 contains spaces for 21,600 cars, \$2.75. **GRAIN DEALERS JOURNAL, CHICAGO.**

**ACCOUNT BOOKS for sale by  
GRAIN DEALERS JOURNAL, CHICAGO**



## Add to Your Revenue

Have you a Monarch Attrition Mill in your Elevator?

No, then LISTEN.

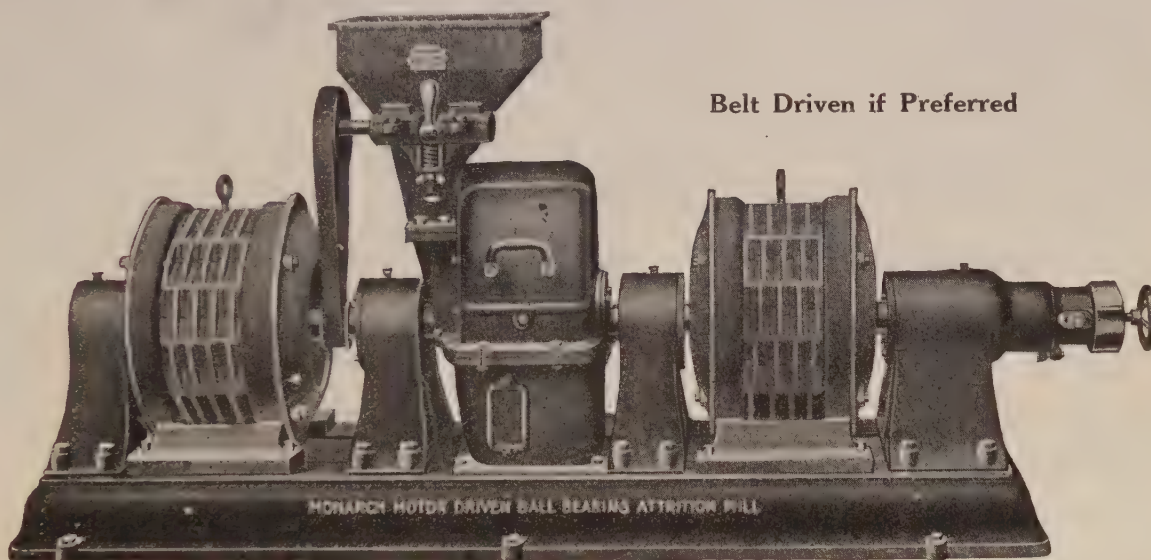
Many country Grain men have added to their revenue by installing a Monarch Attrition Mill. It can be installed in almost any unused space. It brings you in closer touch with your grain growers. It enables you to increase your service to your community.

Read what others say:

"It is surprising how much trade the grinding brings us directly, and also the town in general. The grinding nets us \$1,200 a year, but it certainly pays us on our other business increase. We are certainly satisfied with our investment.

"We are satisfied that a good feed grinder brings us business we would not get without it. After a farmer becomes accustomed to bringing his grain to grind he also gets the habit of selling you his grain to ship.

"I have been operating an attrition mill for two years, and have found it satisfactory in every way. I grind all kinds of grain on it. At the rate I charge I find it a profitable side line for my regular business."



Belt Driven if Preferred

## Monarch Ball Bearing Attrition Mills

are giving excellent service in hundreds of country elevators. If you have not given thought to this most profitable of side lines, you owe it to your business to investigate the MONARCH. Every possible form of design for the saving of time, labor and material has been incorporated in this satisfactory feed grinder.

It requires no tramming, the ground product is always uniform, it saves power, amounting under varying conditions to from 25% to 50%, and 95% of the cost of lubricants, compared with a journal bearing machine.

Do you want a catalog or shall we have a representative call on you?

# SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works MUNCY, PA. Chicago Office No. 9 So. Clinton



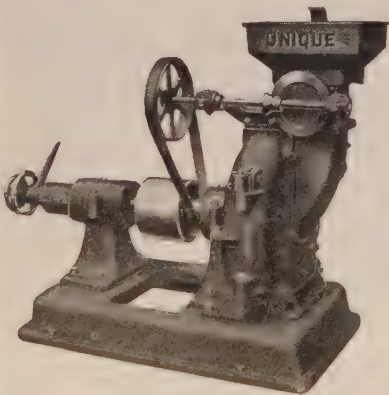


## Face the Facts

*Good Feed Grinding  
Brings Money*

To do it, you need a

**UNIQUE  
BALL BEARING  
MILL—MOTOR  
OR BELT DRIVEN**



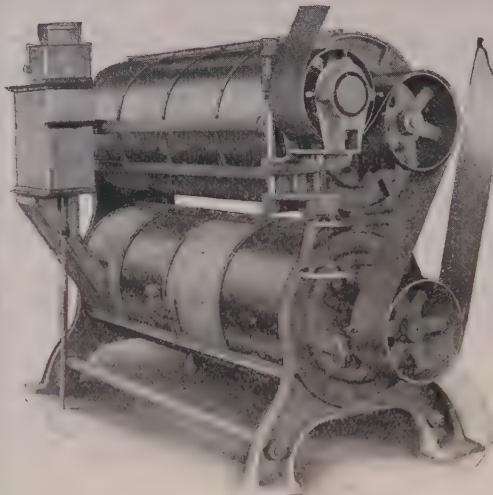
Are you ready to increase your business? If so, write us for names of Grain Dealers who will tell you what the **UNIQUE** has done for them.

*Write Nearest Office*

**Robinson Mfg. Co.**  
**Muncy, Pa.**

P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago  
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"The World's Greatest Wheat Cleaner"

## Big Money in Smutty Wheat

Buying smutty wheat on a dockage of 10% means a profit of \$200.00 per car load. A very short time pays for a Wolf-Dawson Wheat Washer.

For further information wire, phone or write.

**The Wolf Company**  
Chambersburg, Pa.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

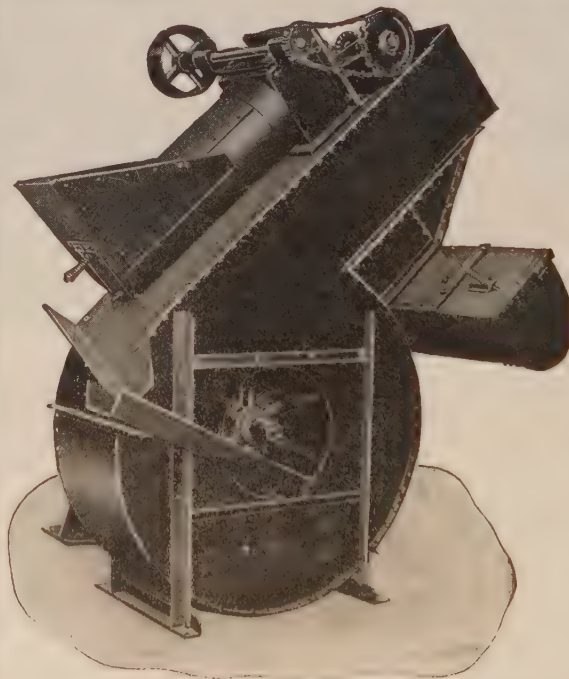


A Tester Wants a Job in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.  
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

A better way to handle **GRAIN** is the Bernert Way

## WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, **will be no problem at all.** The Bernert Pneumatic Machines handle all **grain ahead** of the fan; that's why there positively will be **no** grain damaged.



They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN.** Let us tell you **WHY.**

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

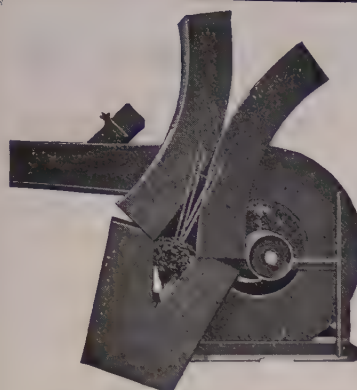
*For further information, write for catalog to the*

**Bernert Mfg. Co.**

759 33rd Street

MILWAUKEE, WIS.





## No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain." W. H. Barrett & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed.

Write for our two booklets—"A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO.,

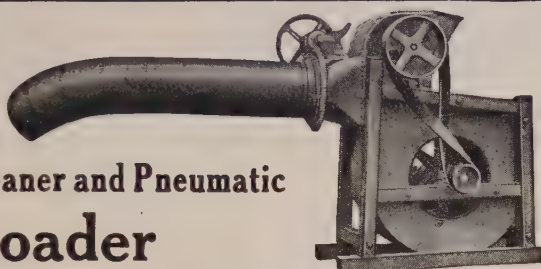
Dept. G.,

Maroa, Ill.

If you are really  
anxious to learn  
the true merits and  
economical service of a

## Combined Grain Cleaner and Pneumatic

## Car Loader



become acquainted with any user. We will gladly send list.

### Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
Box 404 South Bend, Ind.



## CARS

RAILS—TANKS  
ZELNICKER IN ST. LOUIS

Get Bulletin 250 (250,000 Circ.) 88 pages

Steam and Electric Power Plant Equipment, Machinery, Etc.

# A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.  
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building

SIOUX CITY, IOWA



American Flint Tile Elevator

### HOLLOW TILE ELEVATORS

Fireproof, no upkeep,  
indestructible. Guaranteed.

Built with

**American Flint Tile**

**COST LESS THAN  
CEMENT OR WOOD**

Special Construction. Plans  
and estimates furnished free.

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Omaha Kansas City  
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### R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**

CORRESPONDENCE SOLICITED

### BALLINGER & McALLISTER

ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes  
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### MAGDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

**GRAIN ELEVATORS**

MONADNOCK BLDG. CHICAGO, ILL.

### BIRCHARD CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses

Especially Designed for Economy of  
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ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS

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### EFFICIENT ERECTING CO.

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

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6503 Parnell Ave., Englewood, Chicago, Ill.

IF you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.

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MINNEAPOLIS MINNESOTA

### GEO. SAATHOFF

DESIGNER-BUILDER

**Grain Elevators**

Hotel Mayer

PEORIA, ILLS.



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**

MINNEAPOLIS, MINN.



**"Gain may be temporary and uncertain but  
expense is constant and certain."**

Year after year we build for the same clients.  
There must be a reason.

Let Burrell Engineering & Construction Company  
design and build your elevator or mill and be sure your  
expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent  
investment. Our service is available to you.

*Elevators, Mills, Storage* 900 Successful Plants Built and Operating

**BURRELL ENGINEERING & CONSTR. CO.**

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Herakowitz Bldg., OKLAHOMA CITY, OKLA.





### FARMERS ELEVATOR

TRIUMPH, MINN.

JIM MEEHAN, Manager.

BUILT IN 1917 BY

## D. F. HOAG & CO.

EXPERIENCE—SERVICE—QUALITY  
ELEVATOR BUILDERS

202-204 CORN EXCHANGE  
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GENERAL CONTRACTORS

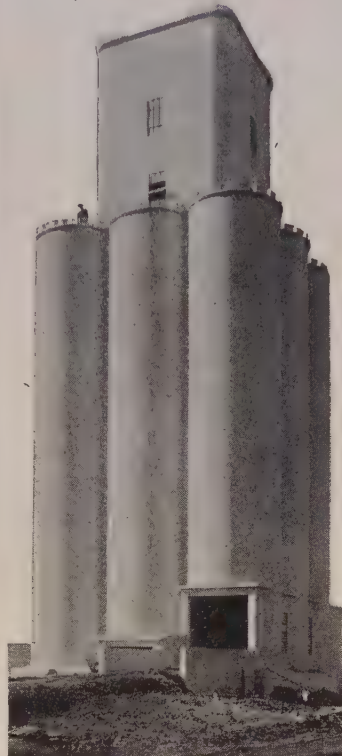
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Builders  
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### Concrete Elevators

Any Size  
Any Place

Write us for  
Estimates on Any  
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### NEWELL CONSTRUCTION CO.

CONTRACTORS, DESIGNERS  
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ELEVATOR AND MILL SUPPLIES

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CORN MILLS  
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SABETHA, KANSAS

## White Star Co.

WICHITA, KAN.

### BUILDERS of Good Elevators

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

MILLER, HOLBROOK, WARREN & CO.  
DESIGNING ENGINEERS

Reinforced Concrete Elevators  
Large or Small

Millikin Building DECATUR, ILL.

Building, Repairing and Painting—Machine  
Setting and Foundations—Corrugated and  
Plain Steel Covering—Coal Elevators

### SWEET BROS.

ELEVATOR CONTRACTORS  
Grand Forks, North Dakota

Our Work is Guaranteed

### WANT HELP?

Then consult the "Situations Wanted"  
columns of the Grain Dealers Journal.

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Contracts and Builds

Modern Grain Elevators

We can furnish and install equipment in old  
or new elevators, guaranteeing greater capacity  
with less power, and positive Non-Chokable  
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DECATUR, ILL.

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Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

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CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

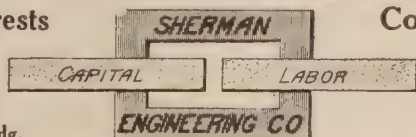
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Mills and Warehouses  
Complete

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### Protect Your Interests

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Appraisals  
Consultation

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Flour Mills  
Warehouses  
Industrial Bldgs.

ansas City, Missouri

## C. E. DAVIS & CO. PAINTERS

Grain Elevators a Specialty

We Carry Liability Insurance

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Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

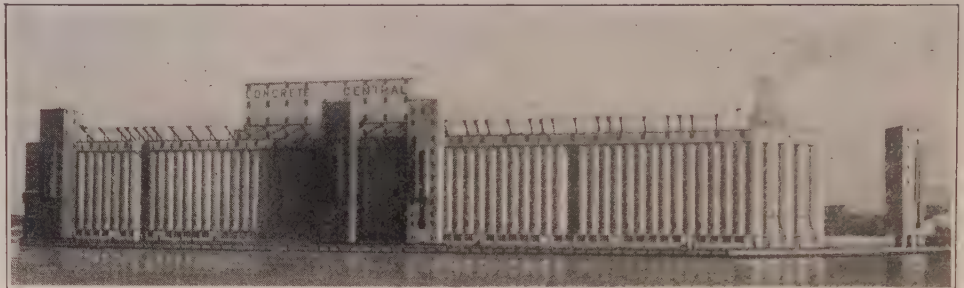
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## Monarch Built Elevators

assure you economical design, first class work, efficient operation.

**SATISFACTION**

*Let us Submit Designs and Prices*



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO., BUFFALO, N. Y.**

## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Designers and Builders  
**GRAIN ELEVATORS**

**IN ALL PARTS OF THE WORLD  
GRAIN ELEVATOR DEPT.**

15th Floor, Westminster Bldg.

**CHICAGO**

**W. R. SINKS, Manager**

Capacity  
**5,000,000 Bushels**



## Canadian Government Grain Elevator Port Arthur, Ontario

*Capacity 3,500,000 Bushels*

**The Last Word in GRAIN ELEVATORS**

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.







## Elevator No. 2

**Manchester Ship  
Canal Company**

Manchester, England

**1,500,000 Bushels**

### John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

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### FEGLES-BELLOWS ENGINEERING CO. LIMITED

#### ENGINEERS—CONTRACTORS

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UNION BANK BLDG.  
WINNIPEG MAN.

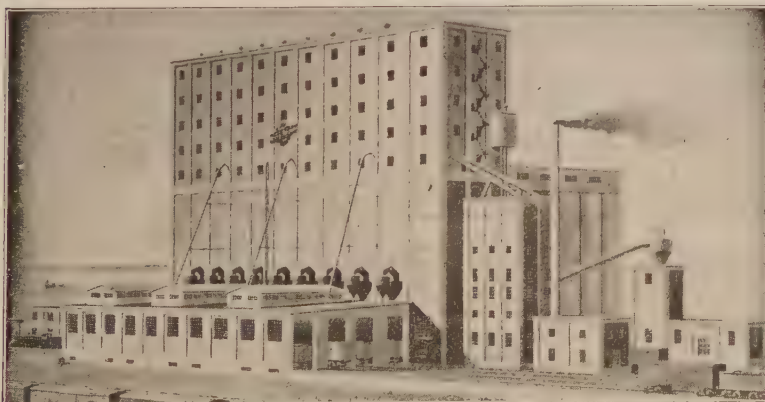
#### THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**



The 1,250,000 Bushel

### C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

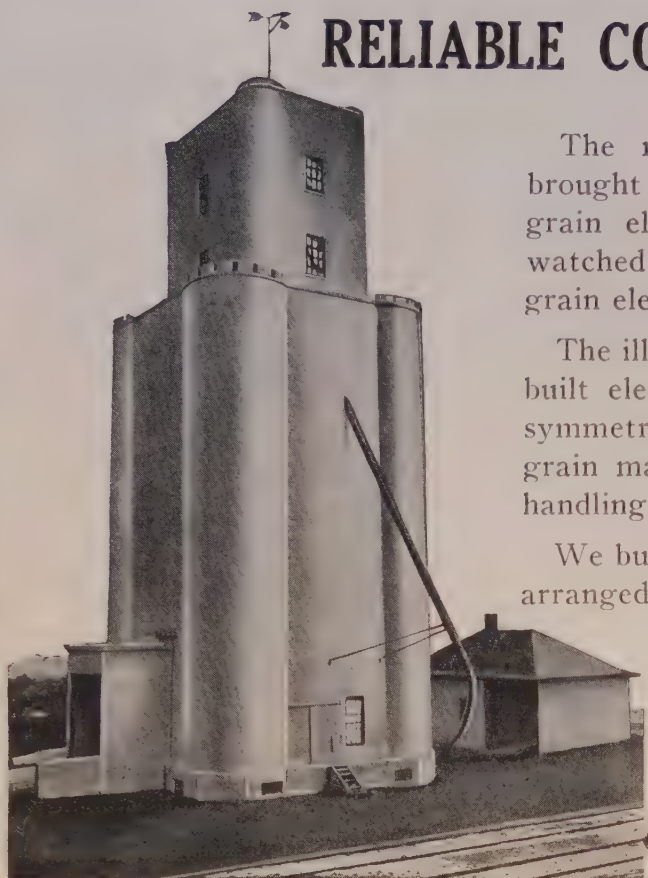
### WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



## RELIABLE CONCRETE CONSTRUCTION



The necessity for greater fire protection has brought Concrete to the very forefront in modern grain elevator construction. For years we have watched its progress and studied its application to grain elevator needs.

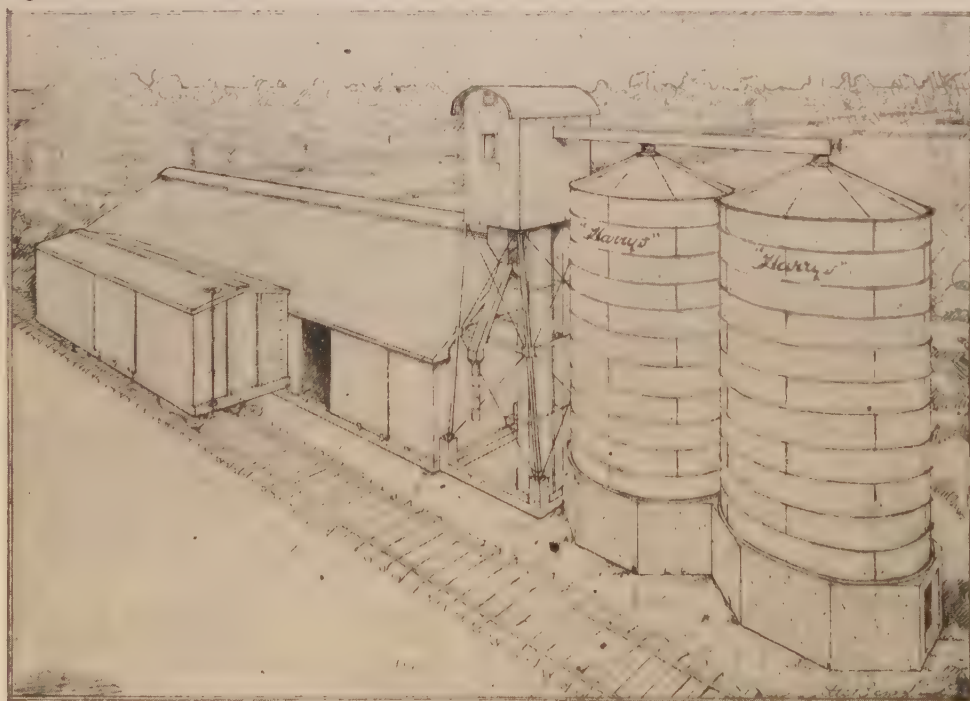
The illustration herewith shows one of our modern built elevators, erected under our supervision. Its symmetry and simplicity should appeal to every grain man. And, best of all, in actual practice of handling grain to capacity it has given satisfaction.

We build country elevators in wood or concrete so arranged as to utilize all the space to advantage and to facilitate operation with a minimum of power and labor. If you want an efficient grain handling plant, one that will reduce the cost of handling, write

### RELIANCE CONSTRUCTION CO.

Board of Trade

INDIANAPOLIS, IND.



### Harry's Sectional Corn and Grain Elevators

Being sectional, ships completely knocked down.

All metal in construction, they are fire-proof.

Constructed on correct scientific and mechanical principles, they are strong, durable and permanent.

If you could buy a complete Grain Elevator or a Corn Shelling Plant with all the parts punched and fitted ready to put together, just as you would buy a wagon, plow or any other implement, would it not appeal to you?

To make a long story short, this is what we have to offer you. A Fireproof Sectional K. D. Grain Elevator or a Corn Handling Plant designed and fabricated so that it can be easily assembled by ordinary labor. A Plant that is all above ground, with its Elevator Tunnel in the concrete foundations of the tanks. A thoroughly good, practical and dependable structure.

The cut illustrates a Corn Handling Plant, but our construction permits of modifications for handling all other grains and seed. If interested tell us your needs and we can supply them.

**HARRY BROS. CO., New Orleans, La., U. S. A.**

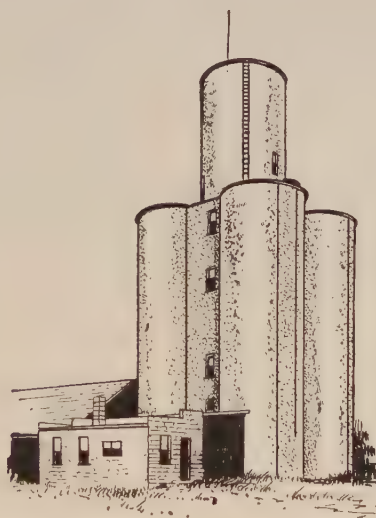


# Do You Need Help?

We will design and build your Concrete Elevator, Storage Tanks, Feed House or Coal Handling Plant to suit the individual requirements.

## No Sliding Forms Used

We use steel forms for all our work, which insures undisturbed setting of concrete as they are self-supporting and no strain comes on green walls while erecting. Steel Forms eliminate one half of labor cost and enable us to compete with crib constructions.



Concrete Elevator 30,000 bu. capacity  
erected in 60 days. Cost complete \$12,500.00.

## A. P. Nelson

355 E. Park Avenue

Spencer, Iowa



# HICKOK CONSTRUCTION CO.

## MINNEAPOLIS—SPOKANE

### ELEVATORS — MILLS — TANKS

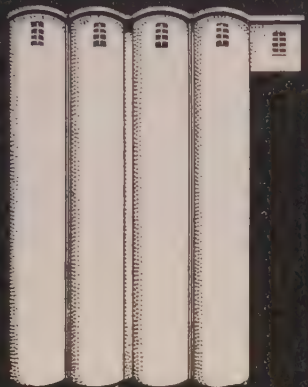
IN WOOD OR CONCRETE

#### Terminal and Country Work

SEE DESCRIPTION OF ELEVATOR BUILT AT ABSARAKA, NO. DAKOTA, PAGE 795

## CONCRETE ELEVATORS and MILL BUILDINGS

DEVERELL, SPENCER & CO.  
GARRETT BUILDING  
BALTIMORE, MARYLAND



Patented

## JACKS

For Lifting Concrete Forms

12 Years of Service

Over 4,000 in Use

NELSON MACHINE CO.  
WAUKEGAN, ILL.

## Shippers' Record Book

is designed to facilitate the bookkeeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 80 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2320 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$2.00.

GRAIN DEALERS JOURNAL

305 S. La Salle Street

CHICAGO, ILL.

## Grain Shipping Ledger

**Form 24.** An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

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## WAGON LOADS RECEIVED

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.

Order Form 380.

Price, \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle Street, CHICAGO, ILL.

## Grain Scale Book

**Form 23** is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

Tell us what you need for your elevator  
and we will tell you where to get it.



# WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
Roller	Oat Bleachers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

# ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$6.00

### A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

### A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

# SAVE 2/3 ON TWINE COSTS CLOSING FILLED BAGS

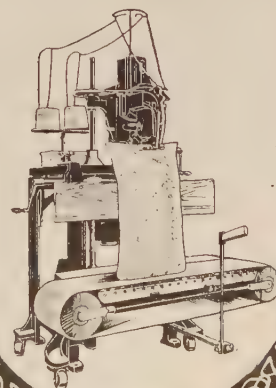
Your twine costs for closing filled bags mount up into good round figures in a year's time. If you are still doing this work by the slow, obsolete hand method you are spending, literally throwing away, \$66.00 of every \$100.00 you spend for twine. Estimate your twine costs for the past year and see for yourself how much money you might have saved last year and if you had used Union Special Bag Closing machines.

However, twine is not the only saving Union Special Bag Closing machines make. There's a saving in bag material and a mighty big saving on labor—For one of these machines will do the work of four hand sewers.

Ask us for detailed information about these time, labor and money saving machines.

## Union Special Machines Co.

422 N. Franklin Street,  
CHICAGO, ILLINOIS





# REXALL

## DOUBLE -

This is true in belting just as in every line of merchandise:—

Extra thorough care in manufacturing always brings greater service and more profit to the consumer as well as to the maker.

To the uninitiated, one belt may look like any other kind of belt. But it is the unseen, hidden quality of materials and processes of manufacture that determine the *service-value* of belting.



The reason for the extra service records of REXALL *double-stitched* BELTS lies in the manufacturing extras that are found in them and not in others. These extras mark the difference between ordinary belting service and REXALL service.

For in REXALL *double-stitched* BELTS there are no manufacturing short cuts.

In REXALL belts we use the heaviest fabric practicable— $37\frac{1}{2}$  oz. fabric, made up to our specifications and triple tested for evenness of weave, strength and flexibility.

REXALL belts are double-stitched in closer rows and with shorter stitches. Ply separation is prevented.

## IMPERIAL

General Offices:

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120 Liberty Street,  
New York, N. Y.

924 Kearns Bldg.,  
Salt Lake City, Utah.

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512  
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ANTI-SULPHO  
BELTS

AN  
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# BELTS

## ITCHED

REXALL belts are impregnated at high temperature with a specially prepared gum which is thus temporarily brought to a liquid state and *impregnates and insulates every fibre of the fabric*.

REXALL belts have high tractiveness and flexibility, and resist cold, heat and moisture over long periods.

The proof of REXALL quality is to be found in its wide use in grain elevators for conveying and in the remarkable service records and savings that REXALL belts have effected everywhere. We know of no other belting that has produced greater tonnage records at lower cost per ton.

Our engineering staff will be glad at any time to assist in working out conveyor problems in a way to give the maximum service at pronounced savings. This service is offered without charge or obligation.

## LTING CO.

and Kinzie Sts.

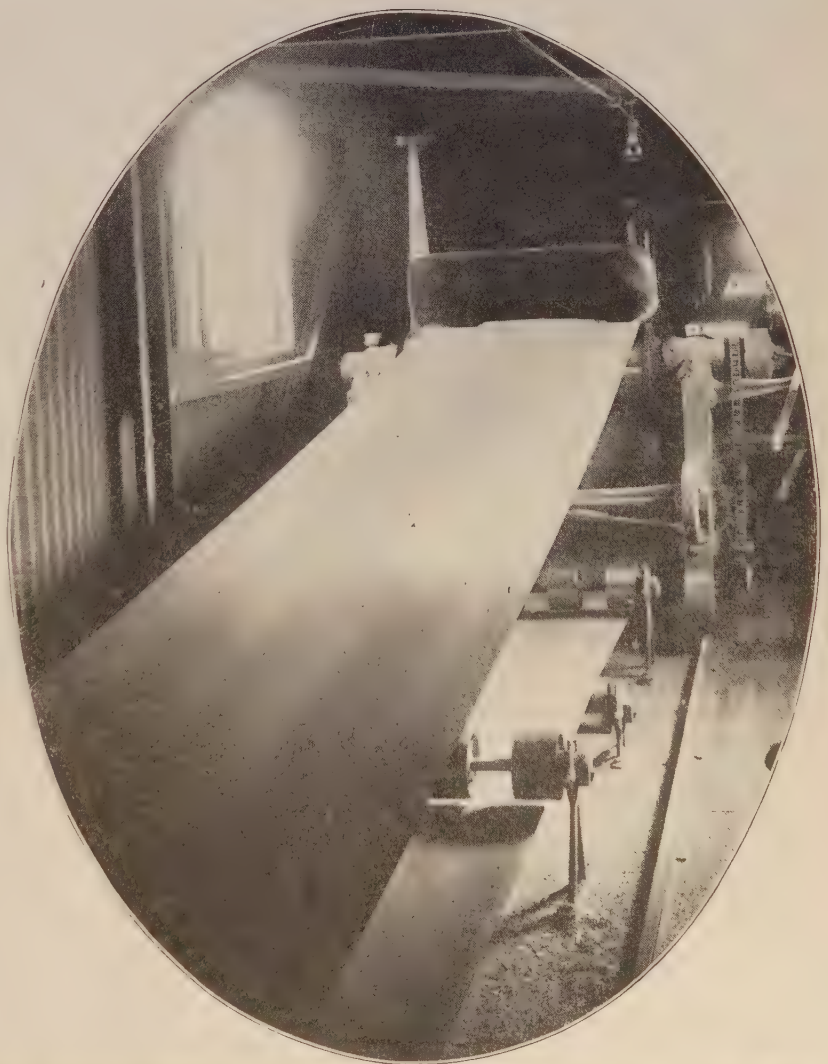
CO

s:

112 Market Street,  
Pittsburgh, Pa.

205-209 Kresge Bldg.,  
Detroit, Michigan

Belts are especially  
d for bleachery service

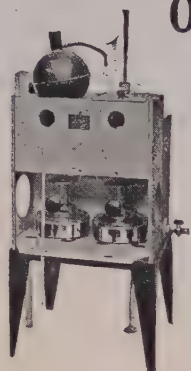






## Old Methods

are costly. Be  
Exact,  
Accurate,  
Progressive.



Install a  
Flint-Brown-Duvel  
Moisture Tester

It will save you  
money.

Get our Booklet and our Prices.

**De Roo Grain Laboratories**  
FLINT, MICH.

## TEXAS GRAIN DEALERS

will meet in annual convention in

## HOTEL GALVEZ

Galveston, Texas

May 23 and 24

Make Your Reservations Early

## The Skirvin Hotel

Oklahoma City

will be headquarters for the annual  
convention of the

**OKLAHOMA GRAIN  
DEALERS' ASS'N**

May 20 and 21

Make Your Reservation Now

# Shinn-Flat Prevents Lightning Losses

A lightning stroke may put you out of business for a year. Last season millions of dollars' worth of property were destroyed that could easily have been saved with Shinn-Flat Conductors. Besides, they lower the insurance rate.

Shinn-Flat is the only Lightning Rod made of pure copper wire woven in the form of a flat cable—and is much more efficient. It has 36% greater capacity for conducting electricity than the same amount of material made into a round cable.



Shinn-Flat is so woven as to allow for expansion and contraction by heat and cold, consequently it neither breaks nor buckles—a very important feature on high buildings.

Shinn's Cash Bond, issued to you by a strong Bonding Company, guarantees that Lightning will not strike. Write for Booklet on Lightning Cause and Control.

We have representatives and dealers throughout the United States and Canada, one of whom will quickly install Shinn-Flat for you. Tell us the size of your elevator or other building.

### Shinn All-Purpose Steel

**Ladder** Just the thing for elevators, mills, mines, etc., also for outside work by painters and carpenters. Very light but exceedingly strong. A 30-ft. ladder weighs 18 lbs., and holds 1600 lbs. Steps 1 inch wide. Made in any length.

**W. C. SHINN MANUFACTURING CO.**  
1672 Monadnock Bldg., Chicago, Ill.

**Lightning Can't Strike IF Shinn Gets There First**



**PAINT THAT SAVES MOST MONEY**  
Dixon's Silica-Graphite Paint is the LONGEST SERVICE paint. That is to say, lasts twice as long as cheap paints thus saving in labor and material. It is the most water-repellent paint known.

## DIXON'S Silica - Graphite Paint

is made in First Quality only. It has a reputation of over Fifty Years. Recommended and widely used for metal and wood surfaces.

Write for Booklet No. 15-B and long service records. Made in JERSEY CITY, N. J., by the

**JOSEPH DIXON CRUCIBLE COMPANY**

ESTABLISHED 1827

# THE VALUE OF AN ADVERTISEMENT

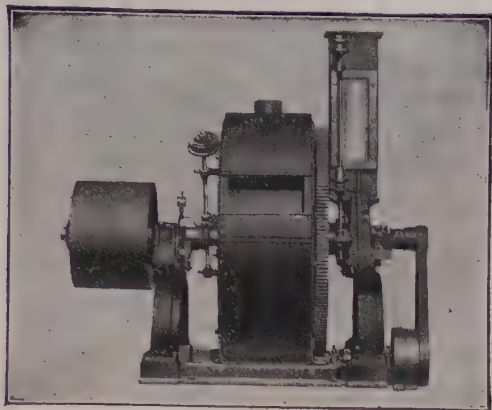
Depends upon placing it before the right persons.  
You can get your advertisements before the grain dealers of the country by using this space.

## IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918 — "You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.





## TRIUMPH BARLEY PEARLER

A continuous automatic machine for pearling barley which has been in successful use for over twenty-five years. Self-feeding, self-discharging, and adjustable while in operation.

Full information gladly furnished to those interested in pearling barley.

Several for immediate delivery

**THE C.O. BARTLETT & SNOO CO.**  
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.

**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

## New York Belting & Packing Co.

91-93 Chambers Street  
NEW YORK

124-126 W. Lake Street  
CHICAGO, ILL.

2d Ave. N. and 3d Street  
MINNEAPOLIS, MINN.

218-220 Chestnut Street  
ST. LOUIS, MO.



## Too Many Buyers

Read this letter received from  
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa,  
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,  
COOK BROTHERS.

Here are the ads referred to

### MACHINERY FOR SALE

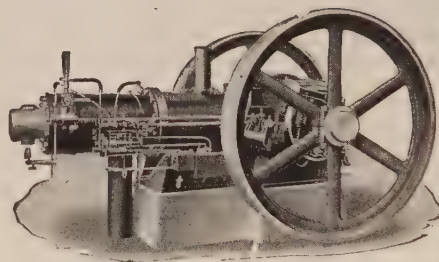
FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

### DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.



## Muncie Oil Engine

Uses heavy, crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

### STUDY THESE FACTS

Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

**MUNCIE OIL ENGINE CO.**  
518 JACKSON STREET MUNCIE, IND.



## Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.



Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.

**W. H. EMERSON & SONS**

DETROIT, MICH.

WINDSOR, ONT.

## Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

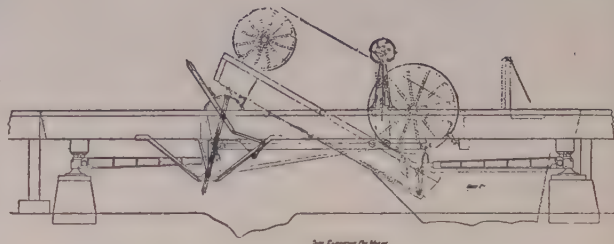
Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

**Grain Dealers Journal**

315 South La Salle St.

CHICAGO, ILL.



## Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in ten to eighteen seconds and at all times you have absolute control without danger of the fall of the load.

## Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

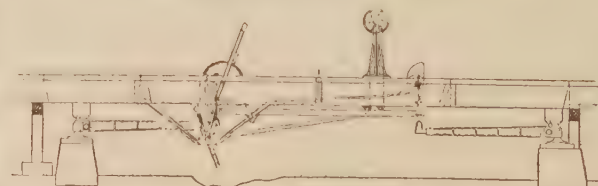
Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

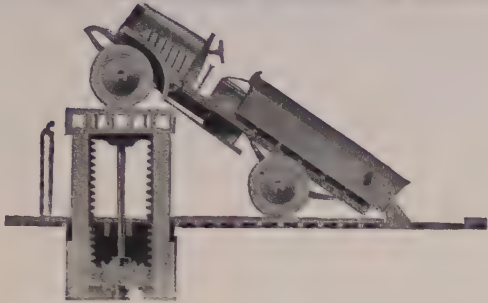
ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

**EDWARD R. BENSON COMPANY**  
MINNEAPOLIS, MINN.





## THE TRAPP Grain Dumping System



### It Dumps Any Auto or Wagon

Is easily installed and does not disturb your present wagon dumping arrangements. The illustration shows its principal features. The auto is raised carefully by air—the best and cheapest power. You can raise the car to any height, or just enough, so the grain will flow. No danger to driver or truck. The operator has complete control of the raising device through the air valve.

All wise elevator men will investigate this device now and be prepared to accommodate their customers this season. Write for particulars and any information desired.

### TRAPP-GOHR-DONOVAN CO.

1125 No. 22nd Street

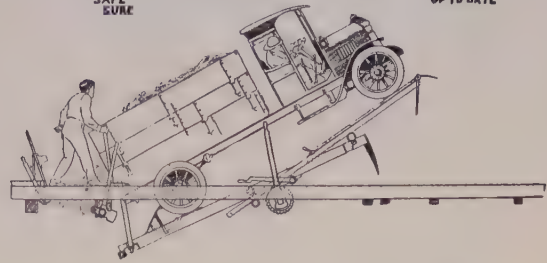
OMAHA, NEBR.

## THE NEW IMPROVED INTERCHANGEABLE CHALLENGE DUMP

EASY  
SAFE  
SURE

FOR  
WAGONS SLEIGHS AND AUTO TRUCKS

NO SHOVELLING  
UP TO DATE



S. HAVENS, President

G. B. PERKINS, Secretary

### THE FARMERS GRAIN COMPANY

Sac City, Iowa, May 3, 1919.

Mr. C. L. Aygarn, Paxton, Illinois.

Dear Sir: In reply to your letter of May 1st, will say, in the writer's judgment the Challenge dumps can not be beaten for strength and they are easily operated.

As to the auto extension, we are getting along with it nicely. You are aware of the fact that the extension we are using, the irons are too light for two or three ton trucks. The most trucks in use here are ton to ton and one-half, and we can handle them fairly well.

The most trouble we have is in breaking cogs out of the pinion that shoves the extension back and forth. As to my son in the other elevator, he has no trouble to speak of with the one in there.

If you make a trip to Iowa would be very glad to have you call on us. Think it would pay you in the long run to investigate and talk with men that are reasonable who are using your auto extensions.

FARMERS GRAIN COMPANY.

By W. A. Galbraith, Mgr.

For Further Particulars and Testimonials Write

THE CHALLENGE MFG. CO., Paxton, Ill.

## TRUCK DUMPING

### Your Problems Solved

We have a **Combination Truck and Wagon Dump** that is in successful operation.

It is Simple, Efficient and Inexpensive. Operates Automatically, works with any length truck.

Shipped complete, ready to set up, with full instructions for installation.

Write Quick for Demonstration Proposition

### Automatic Combination Dump Company

502 Grain Exchange Bldg.  
Omaha, Nebr., U. S. A.

## IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$  inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order. Order Form 19GT. Price \$1.10.

OWNER		
HAULER		
GRAIN	GRADE	DOCKAGE
		%
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT \$	
STORAGE TICKET NO.		
CHECK NO.		
		STATION
NO.	19	
WEIGHER		
NAME OF FIRM OR BUYER		

Ticket is twice size of cut.

The paper the Grain Dealer supports, because it supports the Grain Dealer—

GRAIN DEALERS JOURNAL

## GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

6,000-BU. GRAIN ELEVATOR for sale; Iron Clad. Also my residence. Address Joe Hartter, Berwick, Kansas.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

60,000 bu. CENTRAL ILLINOIS ELEVATOR, located on private ground. Cheap if sold soon. Address Central, Box 6, Grain Dealers Journal.

GRAIN ELEVATOR, NEW AND MODERN. Texas Panhandle, fine wheat. For quick sale will sacrifice. F. T. Ward, Box 787, Wichita, Kas.

MY ELEVATOR, Coal Sheds, Office and Scales located at Lenox, Ia., for sale. Price very reasonable. Address Box 173, Elma, Iowa.

GRAIN ELEVATOR for sale. Also three fine business lots and 40 acre farm with fine residence. Address E. Hauterbrook, Green Bay, Wis.

ELEVATOR COAL SHEDS, Tool House and Store Room. Located in Northern Indiana. Built 4 years. Address Chas. Branstrator, Ft. Wayne, Ind. R. 8.

GRAIN ELEVATOR and Feed House at Rosendale, Wisconsin. Price \$1,500.00. Rich farming country. Address Cereal Products Co., Manitowoc, Wisconsin.

5,000-BUS. ELEVATOR in best wheat and corn section of Mo., 60 miles east of Kans. City, Mo. Price reasonable. Address Verly, Box 9, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR, electric power, good coal and feed business. Located in the best farming district in S. D. college town of 10,000 population. Address D, 470 Colorado st., Huron, S. D.

15,000 BU. CRIBBED ELEVATOR with mill building attached; in good eastern N. D. grain town. Building in good repair. Price \$6,000. Cash \$2,000, balance terms. Address Cribbed Box 9, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS in Western Missouri. Located in best wheat section in state. Bumper crop promised. Best of reasons for selling. Act quick. Address M. B., Box 9, Grain Dealers Journal, Chicago.

30,000-BU. ELEVATOR in good condition at a station on the Wabash R. R. in central Ills. handling 450,000 bu. of grain annually. One good competitor. Coal and farm machinery business goes with it. Address Hurry, Box 8, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR with 50 bbl. Midget Flour Mill in connection. Elevator equipped with corn sheller, cleaner, hopper scale for loading out and automatic sacking scale. Mill fully equipped for making good flour and getting a good yield. This is located in a county seat town of about 2,500 inhabitants. It's a good trade point, and there is a large amount of wheat and corn tributary. Will sell this on easy terms. Address S. A. Marshall, 517 Grain Exchange Bldg., Oklahoma City, Okla.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

## ELEVATORS FOR SALE.

FOR SALE—ELEVATOR and Coal Sheds. \$3500.00 for quick sale; good location. F. H. Riepe, Sperry, Iowa.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE or exchange for town property or farm, an Ohio country Elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

FOR SALE—1ST CLASS N. W. OHIO ELEVATOR. 18,000 bus. capacity. Coal, hay business and residence property included. Good town, no competition. Will trade for farm. Good reasons for selling. Address Ville, Box 9, Grain Dealers Journal, Chicago.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

CONTROLLING INTEREST in Grain Business. Elevator capacity 40,000 bus.—good cribbed house—new, 1917. Balance stock owned by farmers. Also all of lumber business with good 7-room house—new. Takes \$18,000 to swing deal. Good salary attached. Central Illinois location. Station handles 600,000 to 700,000 bu. grain. Gross lumber sales 1918, \$25,000. Good reason for selling. Victory, Box 9, Grain Dealers Journal, Chicago.

WILL SELL OR EXCHANGE for Grain Elevator in N. D. or Montana a general merchandise store, now running consisting of Groceries, Hardware, Dry-goods, Shoes, etc. Only store in town. Inventory run \$7,500 on Jan. 13th, '19. U. S. Postoffice in store building. All is nearly new. The buildings, including lot they stand on, are worth \$3,550. For quick sale or trade on this snap, address Lybeck Grain Co., Karlsruhe, N. D.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## COLLECTIONS.

WE COLLECT FROM DELINQUENT DEBTORS. No collection, no charge. Quick action. Prompt remittance. Write for terms. Mercantile Adjustment Agency, Union, Ohio.

## ELEVATORS WANTED.

FINE IMPROVED ALFALFA LAND, Will exchange for Elevators. D. J. Reiter, Sentinel, Okla.

CENTRAL IOWA ELEVATOR preferred. Write full details first letter. Lock Box 338, Toledo, Iowa.

WANT TO LEASE MONTANA ELEVATOR. Give full particulars. Address A. M. Markuson, Forsyth, Montana.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

AN ELEVATOR located in Central Iowa preferred. Give price and particulars first letter. Address General, Box 6, Grain Dealers Journal, Chicago.

WANTED—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

WILL EXCHANGE 320 ACRES Kiowa County, Kansas land for Illinois Elevator, 125 acres now in wheat, 80 acres will be planted in corn. Exchange, Box 8, Grain Dealers Journal, Chicago.

HAVE 160 ACRES good black land, nice and level; all in wheat except 4 acres which are in cane; located in Hodgeman Co., 12 miles north of Dodge City. Want to trade for an elevator located in Ill. corn and oats territory. Must have good grain business with good side line. Address A. F. Gilchrist, Jetmore, Kansas. Motor Route B.

## BUSINESS OPPORTUNITIES.

HAVE LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. Weller, Box 9, Grain Dealers Journal, Chicago.

THE ONLY HARDWARE STORE in town; best location in town. In the best farming country in Missouri. Stock and fixtures \$6,000. Reason for selling, other business. R. C. Holland, Agency, Mo.

FOR SALE for good reasons, profitable wholesale and retail grain business in live, healthful, delightful Colorado city. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 9, Grain Dealers Journal, Chicago.

ONE OF THE OLDEST WHOLESALE GRAIN and Hay Concerns in the West now on the market on account of recent death of a stockholder owning controlling interest. This plant is located in one of the West's largest cities and the business done by this company is in the neighborhood of two million dollars a year. The prospects for increasing this business are unlimited. Full particulars will be furnished responsible applicants on request. Quick action is necessary in order to close an estate. Address Trust, Box 6, Grain Dealers Journal, Chicago.

## PARTNERS WANTED

PARTNER in THE GRAIN BUSINESS in Montana who can take financial interest in 2 elevators, and serve as manager of one of them. Address Opportunity, Box 9, Grain Dealers Journal, Chicago.



## MILLS FOR SALE.

60-BBL. CAPACITY Midget Marvel Mill for sale. Same as new. Have no further use for it and will give good discount for cash sale. Graham, Box 9, Grain Dealers Journal, Chicago.

HAVE 4 DOUBLE STANDS 9x24 and 4 double stands 7x20 Allis Roller Mills. Also two 9x24, 3 pair high Hutchinson Roller Feed Mills, all in fine running condition. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

## FULLY EQUIPPED FEED MILL,

complete equipment for manufacturing 30 varieties of cattle, horse, chicken and hog feeds. Capacity 250 tons daily. Good condition and now in operation. Advantageously located in Chicago. Will sell at 1/4 of cost to build. Write for further particulars to Mill, Box 8, Grain Dealers Journal, Chicago.

THE FLOUR and FEED MILL at Hillsboro, N. D. Flour capacity 100 bbls. Electric and steam power. Good location for mill. Will sell cheap. Owners not in position to operate it. Would consider trade in N. D. or western Minn. land. Hillsboro Nat'l Bank, Hillsboro, N. D.

## MACHINES FOR SALE.

ONE MONITOR OAT CLIPPER NO. 8. Absolutely as good as new. The McMillen Co., Fort Wayne, Ind.

TWO NO. 8 BOSS CAR LOADERS. Good as new. At half price. A. H. Richner, Crawfordsville, Indiana.

NO. 5 RICHARDSON SEPARATOR—used only one season and in excellent condition. Write offer to Taylor & Patton Co., Des Moines, Ia.

ONE NO. 13 WESTERN SHELLER in 1st class condition, practically as good as new. The Farmers Elevator Co., Otterbein, Ind.

EUREKA DUSTLESS RECEIVING SEPARATOR. Manufactured by Howes Co., Silver Creek, N.Y. Write offer to Willis Morris, New Lenox, Ill.

APPROXIMATELY 60 REVOLVING DUST COLLECTORS, standard makes, in good condition. For prices write the Buckeye Cotton Oil Co., Atlanta, Ga.

ONE 600-BU. CORNWALL CLEANER, 1 No. 7 Beall Cleaner. Both in very good condition. For particulars and further information write B. S. Constant Mfg. Co., Bloomington, Ill.

CYCLONE DUST COLLECTORS. Have two No. 8, five No. 7, three No. 6, two No. 5 and one No. 3. Late make. Perfect condition. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

C., M. & St. P. RY. offers for sale two No. 10 Invincible Grain Cleaners. Fair conditions. Inspection if desired. W. A. Linn, Purchasing Agent, Railway Exchange Bldg., Chicago, Ill.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

## REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

## SITUATIONS WANTED.

POSITION AS FLOUR AND FEED SALESMAN. E. W. Cox, 325 N. Elder, Indianapolis, Ind.

MICHIGAN man qualified to superintend elevator or line of elevators and generate good will; now employed, but wants advancement. Any state. Address Ellyn Box 3, Grain Dealers Journal, Chicago.

PRIVATE WIRE OPERATOR desires position in charge good office. Address Experienced Operator, Box 7, Grain Dealers Journal, Chicago.

BY EXPERIENCED Grain Buyer, managing elevator or buying grain. Western Mont. or Idaho preferred. References and bond. Address Western, Box 9, Grain Dealers Journal, Chicago.

POSITION AS MANAGER OF ELEVATOR and what other business there may be connected with it. 28 yrs. of age, married, have small family. Had 5 yrs. experience. Address Anon, Box 7, Grain Dealers Journal, Chicago.

AS SUPT., 30 YRS. EXP., rail or water terminal houses. Thoroughly conversant with elevator construction, equipment and operation handling grain. Oat purifying specialty. Address Supt., Box 6, Grain Dealers Journal, Chicago.

POSITION AS MANAGER of Country Elevator by man of experience who is not afraid of work. Farmers' elevator preferred, but will take any good job. Address Choice, Box 9, Grain Dealers Journal, Chicago.

AS MANAGER OF AN ELEVATOR. Have had 6 yrs. experience. Best of references. Married. Steady worker. Employed, but have good reason for wishing to make a change. A. C. Klauman, Morrowville, Kans.

BY EXPERIENCED elevator manager. Can handle coal and lumber. Able to buy, sell and hedge sales against cash purchases if necessary. Prefer Ill., Ind. or Ohio. Address Indiana, Box 8, Grain Dealers Journal, Chicago.

AS MANAGER WITH LINE HOUSE, or Farmers Elevator Co., 4 yrs. experience with Line and Independent, and 6 yrs. with Farmers. Experienced in side lines and live stock. References furnished. Address W. J., Box 6, Grain Dealers Journal, Chicago.

WITH A GOOD COMMISSION or merchandising grain firm. Have had several years' experience in the mid-west as solicitor. Want larger opportunities than present position offers. Address Reliable, Box 8, Grain Dealers Journal, Chicago.

WANTED position by experienced grain buyer in modern house. Had years of experience and can do the business. Prefer Iowa, Minn., or So. Dak. At present buying for a line house and for the past 7 yrs. same company, but want to make a change. Draft, Box 9, Grain Dealers Journal, Chicago.

BY A GOOD TRADER, 29 yrs. of age, thoroughly experienced Farmers and Line Elevators, Coal, Lumber and Hardware. Also experienced Central Market and traveling. Wishes position good station or line of elevators or will travel, go anywhere. Best of references. Parks, Box 5, Grain Dealers Journal, Chicago.

AS MANAGER of Farmers or Independent Elevator in Minn., North or South Dakota. 8 yrs. experience managing independent house. A-1 references and bond furnished. Am at present buying for a line house, but wish to change. Address South, Box 7, Grain Dealers Journal, Chicago.

POSITION AS TRAFFIC MANAGER by a young man of executive ability, capable of taking charge of all traffic matters. 8 yrs. experience in traffic work. At present employed in the office of the largest grain dealer in my city. Desire to become connected with a company where conscientious effort and good work are wanted and appreciated. Address Executive, Box 7, Grain Dealers Journal, Chicago.

## SITUATIONS WANTED

AS MANAGER of an elevator, 15 yrs. experience in Grain, Coal, Flour and Feed. Good references. 50 yrs. of age. Married. Good Bookkeeper. Address Steady, Box 4, Grain Dealers Journal, Chicago.

## MALE HELP WANTED.

AN EXPERIENCED ELEVATOR MAN who is also an experienced steam boiler engineer. State salary expected. Leland, Box 9, Grain Dealers Journal, Chicago, Ill.

## A MAN EXPERIENCED

in running Bean Machinery and buying beans from farmers. Bad Axe Grain Co., Bad Axe, Michigan.

MILLWRIGHTS for elevator construction work. Must be sober, handy worker. Will pay 70c per hour. Address Geo. Saathoff, Hotel Mayer, Peoria, Ill.

BOOKKEEPER AND OFFICE MANAGER. One with experience in co-operative farmers elevator and general merchandising. Wilder Equity Association, Wilder, Idaho.

MANAGER FOR FARMERS ELEVATOR. Must be experienced and furnish reference. Farmers Equity Exchange, Van Buren, Ind., L. M. Hydorn, Sec'y and Treas.

EXPERIENCED ELEVATOR FOREMAN. Must know grain and how to care for it; also be capable of handling men. Address LBM, Box 9, Grain Dealers Journal, Chicago.

MANAGER FOR GRAIN BUSINESS AT COUNTRY STATION. Must be experienced. Give references and state salary wanted. Address Cipher, Box 8, Grain Dealers Journal, Chicago.

MANAGER for our branch elevator at Britton, Mich., capacity 30,000 bus.; handling grain, feeds, seeds, etc. Furnish references and state salary expected. Tecumseh Co-operative Assn., Tecumseh, Mich.

WANTED CAPABLE MAN for grain and lumber business. One who can keep a set of books and is willing to do outside work about the yard. Address Holmes Box 9, Grain Dealers Journal, Chicago.

ELEVATOR FOREMAN, capable of handling 200,000 bus. terminal elevator in Kansas hard wheat territory. Must be experienced in mixing wheat and able to handle crew. Address WHEAT, Box 9, Grain Dealers Journal, Chicago.

WANTED by an old established Board of Trade commission firm an experienced cash grain salesman. Must be familiar with all branches of the business. Strictly confidential. Address Carlisle, Box 9, Grain Dealers Journal, Chicago.

3 EXPERIENCED BUYERS FOR COUNTRY STATIONS in the Panhandle of Texas and Eastern New Mexico. Must be familiar with Maize and Kaffir and Hard Wheat grades. Salary to begin \$100 and 10% of net profits. Address Clovis Mill and Elevator Co., Clovis, New Mexico.

A HIGH GRADE INSPECTOR familiar with mills and elevators, who does not object to hard work and traveling, and who is capable of selling the trade. Application stating experience, age, present salary and references, should be made in own handwriting and addressed to Box No. 44, Hinsdale, Ill. This is a real opportunity for the right man.

## SALESMAN WANTED.

YOUNG MAN of good education and character to travel South Eastern territory as representative of one of Indiana's leading mills. Splendid opportunity for the right man. Must have experience in the sale or manufacture of corn meal and corn products. Give full particulars in first letter. Reference required. Box 468, Lawrenceburg, Indiana.



## STEAM ENGINES, BOILERS.

50 H. P. STEAM ENGINE in excellent condition. Otto Lefforge, Hamlet, Indiana.

5 H. P. UPRIGHT BROWNELL BOILER, excellent condition; equipped for gas or coal; bargain if sold at once. The Lee Ach Mfg. Co., 904 Sycamore St., Cincinnati, Ohio.

BOILERS, TWO 75 HORSE HEINE, 20 & 60 horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield, Ohio.

ONE 20x42 "ALLIS-CHALMERS" R. H. heavy duty Corliss Engine; one pr. Twin Hamilton Corliss Engines, 16x36; Two 200 h.p. Aultman-Taylor Water Tube Boilers. Address Chas. W. Shartle, Middletown, Ohio.

ONE 100 H. P. CORLISS ENGINE; one 100 h. p. Flush Front Boiler; one 40 h. p. Bros. Boiler, all in A-1 condition; also for quick disposal one No. 1 upright Prinz Scourer; one Richmond Scourer, 10 bu. capacity, and 3 double stands Style "A" Allis 9x24 rolls, new feeders, rolls Caliper 8 3/4 in. and better. Mills Machinery Exchange, 44 Cham. of Commerce, Minneapolis, Minn.

ONE 150 H. P. HORIZONTAL Water Tube Boiler, has full front, grates and all steam connections, allowed 130 lbs. steam pressure. Also have two 175 h. p. (each) Wickes Vertical Boilers, complete with steam fittings and equipped with stokers. Also 100 h. p. Skinner automatic engine. Above machinery is in 1st class condition, practically new. J. B. Dutton Machinery Co., 321 Stevens bldg., Detroit, Mich.

## ENGINES WANTED.

WANTED TO BUY SECOND HAND 25 h.p. Steam Engine and 30 h.p. Tubular Boiler. Must be in good condition. Address Plantation, Box 7, Grain Dealers Journal, Chicago.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

## FLOUR MILL MACHINERY.

WE HAVE A LARGE STOCK of Flour Mill Machinery, such as Roller Mills, Purifiers, Reels, Attrition Mills, Millstones, Corn Shellers, Cob Crushers, Elevators, Belting, Shafting, Pulleys, etc. We are in the market for second-hand machinery. Send us your inquiries. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

## LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

## TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.  
Send for No. 18A BARGAIN PRICE LIST

## GASOLINE ENGINES FOR SALE.

NEW TAYLOR 2-horse overhead horsepower for sale cheap. D. J. Eberhart, Newton, Ia.

20 H. P. INTERNATIONAL gasoline or kerosene engine. In good shape. Price, \$350.00. Sylvia Grain & Supply Co., Sylvia, Kans.

20 H. P. I. H. C. GASOLINE Engine in good condition. Make offer. Address Chance, Box 9, Grain Dealers Journal, Chicago.

15 H. P. GALLOWAY Gasoline Engine, used in operating our elevator at present. Installing electric power. First offer of \$225 takes engine. Miller & Roelke, Teggarden, Ind.

FOR SALE—GOOD NEW ERA Gasoline Engine, 28 h.p., only used 6 mos. Now using electric power is reason for selling. Miller & Brickley Grain Co., Uniondale, Indiana.

HAVING INSTALLED electricity we offer one 20 h. p. Fairbanks-Morse gasoline engine in good condition. \$250.00 loaded on cars. Farmers Union, Lyons, Kansas.

25 H.P. FAIRBANKS-MORSE GASOLINE Engine. Mounted at present and in good running condition. Will sell at a reasonable price. Using electricity now and don't need it. McComas & Son, Nora, Indiana.

ONE 20 H.P. FAIRBANKS-MORSE Type "N" Kerosene Engine in good running order. Using electricity and do not need it. Price \$200. F. O. B. Bradford, Ohio. Address Roe Pugh, Bradford, Ohio.

ONE 30 H.P. MUNCIE OIL ENGINE, used 2 yrs. Using electric power reason for selling. Also one new No. 1 Monarch Receiving Separator and 48x12 friction clutch pulley. Wm. M. Monroe & Son, Bronson, Mich.

25 H.P. TWO-CYLINDER VICTOR Vertical I. H. C. Gas Engine. Complete with air starter and tank. Also Northways two pair high feed mill, No. 815 Style A. Both in good running condition. Benchland Farmers Elevator Co., Benchland, Montana.

OTTO 29 1/2 H. P. Gasoline Engine, with kerosene carburetor and magneto; cylinder re-bored and new piston fitted last summer. Engine is now in service and in good working condition. Also OTTO 10 h. p. Gasoline Engine with magneto and Faribault 8 h. p. Gasoline Engine; both in good repair. Will sell at a bargain. We are installing electrical power. The Amenias and Sharon Land Co., Amenias, No. Dakota.

Every time you mention the

GRAIN DEALERS JOURNAL

to an advertiser, you help to make it bigger and better.

## DYNAMOS—MOTORS.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR. 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Rails-back Grain Co., Ashland, Nebr.

## MISCELLANEOUS FOR SALE.

CYLINDERS RE-BORED for Tractors, Automobiles and Stationary Engines. New pistons, rings, pins, bushings and other repair parts furnished. Crabb Gas Engine Co., Independence, Ia.

## OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.

**MACHINERY**  
For Grinding, Elevating and Conveying all kinds of grain of standard makes, from smallest to largest capacities. **GOOD AS NEW**

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 73-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.



## SEEDS FOR SALE—WANTED

### SCALES FOR SALE.

ONE PAIR 5-TON FAIRBANKS SCALES. Registering Beam. In good order. A Bargain at \$220. W. W. Pearson, Upland, Ind.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE: SCALES, Richardson automatic, 500 bushels per hour, excellent condition. Address The Imperial Mills Co., Wichita, Kansas.

FAIRBANKS AUTOMATIC SCALE (500 bus. per hr.) Would consider exchange for blower. Write Sommers and Bollen, Geneseo, Ill.

MONARCH WAGON DUMP SCALE, 6200 lbs. capacity; dump logs go with scales if wanted. Price, \$75.00. Evander Farmers Cooperative Co., Sheldon, Iowa.

ONE NEW 40 ft. 100 ton Registering Type Beam, Fairbanks-Morse railroad track scale, never been set up. Write for price. The Seville Milling Co., Seville, Ohio.

ONE PAIR 4-TON Fairbanks Morse Scales; registering beam; steel frame; never been out of condition. A bargain at \$150.00. Address C. E. Lowry & Sons, Cushing Iowa.

ONE 10 BU. late type Richardson Automatic Scale, equipped with type register, continuous counter, weights etc. Scale has only been used about 30 days. Harper & Murphy, Onawa, Ia.

### SCALES WANTED.

WANTED TO BUY good second hand Automatic Scales, Clipper or Monitor Cleaner and Western Sheller. Miller & Brickley Grain Co., Uniondale, Indiana.

### MISCELLANEOUS FOR SALE.

SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.

### SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.  
2439 N. Crawford Ave. - Chicago, Ill.

### BAGS—BAGGING—BURLAP.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.  
WM. ROSS & CO., 409 N. Peoria St., Chicago

## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

### SEEDS FOR SALE.

WE OFFER a limited quantity of freshly cleaned Blue Grass Seed, grown on Elmendorf Farm. Quick orders can be filled. ELMENDORF COAL & FEED CO., Inc., Lexington, Ky.

### SEEDS WANTED.

SEVERAL CARS Whippoorwill Peas, Millet, Soy Beans. Wire or write us prices and mail samples. COHEN BROS.,  
Grain, Seed and Produce,  
Central City, Ky.

### SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

### FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

### WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.  
HENRY LICHTIG & CO., Kansas City, Mo.

## Farmer Seed & Nursery Co.

Growers of Northern Grown  
SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA  
FARIBAUT - - MINN

We Buy SEEDS We Sell

J. G. PEPPARD SEED CO.  
Kansas City, Mo.

Read the Advertising pages.  
They contain many stories of interest.  
The Grain Dealers Journal presents only reputable concerns.

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

## Directory Grass Seed Trade

### ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. seeds.

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.  
McCausland, Sam'l., Ryegrass & Dogstail.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.  
Hardin, Hamilton & Lewman, grain & field seeds.  
Lewis Implement & Seed Co., field seeds & implements.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner, I. L., field & grass seeds, exporters, importers.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field & flower seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.  
Toledo Field Seed Co., The, clover, timothy.

When writing advertisers  
mention the JOURNAL



## SEEDS FOR SALE—WANTED

**Crabbs Reynolds Taylor Co.**

BUYERS and SELLERS

**Clover and Timothy  
Seed  
GRAIN**

Crawfordsville - Indiana

**WANTED****Timothy Seed—Medium Red Clover**Shippers of all kinds of Field Seeds.  
Poultry Foods—Specialty.**JAMESON HEVENER CO.**  
St. Paul, Minn.**COMPLETE STOCKS — PROMPT SERVICE  
Field or Garden Seeds**We have complete stocks of all kinds of seeds and are in position to fill orders promptly.  
**FIELD AND GRASS SEEDS**—Northern Grown.  
**GARDEN SEEDS**—Selected, hardy varieties.  
**ONION SETS**—Clean, hard, sound and dry.  
**POULTRY FEED**—Our formulas or special milling.  
**NORTHROP, KING & CO.**  
Seedsmen MINNEAPOLIS, MINN.**THE****ILLINOIS SEED CO.**

CHICAGO, ILL.

We Buy and Sell

**Field Seeds**

Ask for Prices

Mail Samples for Bids

RED  
WHITE  
ALSIKE  
ALFALFA  
SWEET**CLOVERS****Timothy, Grass  
SEEDS**

CAR LOTS OR LESS

**KELLOGG SEED CO.**  
MILWAUKEE, WIS.**WHITNEY-ECKSTEIN SEED CO.**

Wholesale Seed Merchants

**BUFFALO, N. Y.**

CORRESPONDENCE INVITED

**THE HARNDEN SEED CO.**

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

505 WALNUT STREET

KANSAS CITY, MO.

**ALFALFA SUDAN  
CANE SEED  
FEED and SEED  
MILLETS****RUDY PATRICK SEED CO.**  
KANSAS CITY, MO.**Crawfordsville Seed Co.**

CRAWFORDSVILLE, IND.

**FIELD SEEDS****A. W. SCHISLER FIELD AND GARDEN SEED COMPANY**

53 Years Service

Buyers and Sellers  
St. Louis, Missouri

Bag or Car Lots

**Want an Elevator?**Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.

# Elevator Owners

The country is right now facing a great shortage of labor. A large majority of the grain trade's best men are still in military service. Experienced elevator operators are scarce and in great demand.

Are you in need of an experienced man to operate your elevator?

Hundreds of these men look to the "Help Wanted" columns of each number of the Journal for better positions. They will look for your ad in the next issue. Don't disappoint them. Act quickly.

The cost of this advertising is but 25c per type line each insertion.

**Want Ad Dept.****Grain Dealers Journal**

305 South La Salle Street

Chicago, Ill.



# SEEDS FOR SALE—WANTED

## L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for  
Red, White and Alsike  
Clover  
Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

## The S. W. Flower Co.

WHOLESALE  
FIELD SEED  
MERCHANTS  
SPECIALTIES  
RED CLOVER, TIMOTHY  
ALSIKE  
**TOLEDO**  
OHIO

Dwarf Essex Rape  
White Clover  
Orchard Grass  
Tall Meadow Oatgrass  
Ryegrass  
**Wm. G. Scarlett & Co.**  
Baltimore, Md.

## The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.  
Toledo, Ohio

## MISSOURI BRAND SEEDS

Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

**H. W. DOUGHTEN,** 59 PEARL STREET  
NEW YORK CITY  
Importers, Exporters and Jobbers  
**Grass and Field Seeds**  
We Are Buyers of NEW CROP ALSIKE  
and Sellers of D. E. RAPE

## The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

## FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale

**SEED MERCHANT**

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

## CHAMBERS SEED CO.

Incorporated

**GRASS and FIELD SEEDS**

Combining the resources and experience of  
46 years in the Seed business.

Correspondence Solicited. LOUISVILLE, KY.

## WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue—Orchard—Red Top

BUY AND SELL

Also full line Garden Seeds



## MILLET

IN CAR LOTS

Common Golden Siberian and Hog Millet

**JOHN E. SPELTS, Julesburg, Colo.**

## The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

## LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

IMPORTERS EXPORTERS

## GRASS and CLOVER SEED

Buyers and Sellers of Timothy, Red Clover,  
Alsyke, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
New York, N. Y., U. S. A.

## HENRY HIRSCH

WHOLESALE FIELD SEEDS  
CLOVER—ALSIKE—TIMOTHY—ALFALFA

Our Specialty

All Other Field Seeds

**TOLEDO - - OHIO**

By concentrating your advertising in  
THE GRAIN DEALERS JOURNAL  
you can cover the Grain Dealers  
of the country at one cost.

DEALERS RAPE JOBBERS  
SPRING VETCH  
CRIMSON CLOVER  
CANARY SEED  
**I. L. RADWANER**  
SEED MERCHANTS  
NEW YORK CITY  
IMPORTERS EXPORTERS

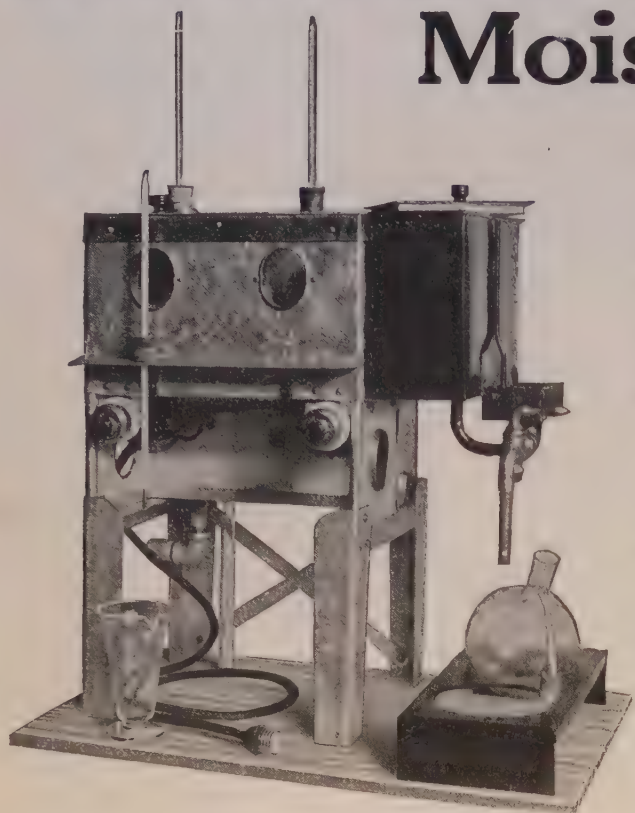
# SEED

We Buy  
and Sell  
all Varieties  
of Grass  
and Field  
Seeds

**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO



# Brown-Duvel Moisture Tester



Official—Strictly according to government requirements. For testing grain, seed, flour, meal, etc. Electrically heated, also for gas or alcohol.

The Hess Improved Tester for gasoline.

## HERE'S A NEW ONE

A delicate, convenient scale for use with the tester.

Weighs 25, 50, 75, 100 grams only. Sensitive to 1-30 of a gram. Needs no adjustment after once set. Price \$5.00.



# HESS GRAIN DRIERS

FOR ALL KINDS OF GRAIN OR SEED

Used everywhere, more extensively than all other makes combined. All sizes for all capacities. The late planting and cool spring will make the use of driers imperative on the crops of 1919.

# HESS OUTDOOR CONDITIONER

Requires no heat or power. Takes no space inside. Cools, sweetens and cleans grain running through by exposing it to sun, wind and fresh air. Absolute insurance against heating and spoiling.

*Illustrated booklets on request*

**Hess Warming and Ventilating Co.**

907 Tacoma Bldg., Chicago



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at

305 So. LaSalle Street, Chicago, Ill.

Charles S. Clark, Manager.

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 10, 1919

**CLEAN** elevators are never destroyed by dust explosions.

**DIRT** makes the elevator more inviting for rats and fires. Clean up NOW.

**HOPPERED** bins and sinks save time and money and reduce operating expenses.

**REDUCING** the number of bearings in an elevator is sure to reduce the fire hazard and loss of power.

**CHEAP** equipment is never satisfactory, is never dependable. It is sure to fail when most needed.

**BETTER** have your elevator on your own ground than assume responsibility for all the seeds of the railroad.

**MECHANICAL** handling facilities are so much cheaper, no elevator operator can afford to depend upon high priced labor.

**A WET** harvest would cause many elevator men to lose heavily, while those having up-to-date driers would profit handsomely.

**THE NEW** Federal grades will make it more profitable than ever for the grain dealer, no buys by grade, to install modern cleaners.

**WHEN** cars are scarce and the overloaded elevators are collapsing grain dealers having contracts with weak foundations will wish they had strengthened them before the crop started to move.

**LEGS** of large capacity are so much more satisfactory to the farmers waiting in line to load that many country elevator men are discarding the oldtime toys for rapid running cars with V-buckets.

**OPEN** bins are being discouraged by the casualty companies, some builders and many grain dealers, because of the lives lost by suffocation.

**HIGH PRICED** grain will soon be moving to market in enormous volume and the best equipment obtainable should be installed for its economical handling.

**TODAY** is the tomorrow we worried about yesterday. The progressive grain dealer is improving his house now so that he will not have to worry when tomorrow becomes today.

**CONCRETE** foundation walls, wagon pits and basement floors have proved so much cleaner and more durable that few dealers will now tolerate the old dirt floor of Rats Paradise.

**RUST** resisting iron covering effects such a marked reduction in the cost of insurance on building and contents no elevator man can afford to cover his roof with spark catching shingles.

**COUNTRY SHIPPERS** have virtually no representation in the Grain Corporation, so its affairs will again be conducted in the light of terminal market experience. The country elevator men outnumber every other section of the trade ten to one and in fairness should be given strong representation. What autocrat dictates their ignoring?

**FROM** every section of the country there comes an identical story—more elevators being built, repaired and overhauled than in any previous year. The grain dealer who has his new equipment is well fortified; he who has ordered it, and he who will order it immediately, is safe; but the fellow who waits until the last moment to buy may find a host of others who are just as slow as he is. And somebody will get left.

**AN ELEVATOR** is no more efficient and economical than its elevating leg. The leg that does not loft and properly discharge every pound of grain it should loft and discharge is needlessly running up handling costs. One or more reasons always exist for the failure of a leg to do its work properly, and the discovery and correction of the defects now will mean additional profits for the owner as long as the leg remains in service.

**WAGON SCALES** can not weigh auto trucks accurately and satisfactorily, even though their rated or claimed capacity be ample. The reason for this lies in the fact that wagons and trucks are fundamentally different; and scales for their weighing must be rated upon different standards. Farmers are using trucks for grain hauling. Therefore grain dealers need truck scales. Wagon scales of greater capacity will not solve the problem.

**NO GRAIN DEALER** can afford to embark upon the handling of the bounteous crops that are promised for 1919 with his house lacking any item of equipment required to make it 100% efficient and economical. In the final analysis, net profit is determined largely by the amount which it costs to conduct the business, and other things being equal the plant that handles grain the most economically will return the largest net profit to its owner.

**SO MANY** grain elevators are being equipped with electric motors that the fire losses of the next few years may show a great increase in the amount chargeable to electricity, unless every motor is properly selected and correctly installed. Only one type of motor is wholly suitable for use in a grain elevator, and there is just one right way to install a motor. The article on motors published elsewhere in this number of the Journal is worth careful reading.

**ZONE POSTAL** rates on newspapers and periodicals will be increased again July 1st and each July 1st until 1922. The final rates will confine the circulation of most publications to the first four zones because the postage to be charged to the more distant zones will amount to much more than the present subscription price, and many times the cost of delivery. This Kitchen aid to sectionalism and ignorance will force subscribers in the more distant zones to pay twice as much for their national periodicals as those living in the nearby zones. Few publishers have attempted to charge more for their publications than the cost of producing additional copies after the presses were running and most of the publications have been sold for less than this cost, so they can not afford to pay the Government 600 to 900% more for transportation to the subscribers in the distant zones than they have paid heretofore. Most of this unfair increase in postage to the distant zones must be passed on to the subscriber if he or she wishes to continue reading publications of National character.

**IT IS** to be deplored that some grain dealers are led to voice acquiescence in and a desire for the continuance of certain regulations of the Food Administration and Food Administration Grain Corporation because of their failure to realize exactly the effect of these regulations on the wheat trade and upon their own business. It is a fact, surprising as it may sound, that some dealers know so little about the principles involved in their own business that they thoughtlessly accept without protest baneful regulations operating to the direct detriment of their business. This is illustrated by the attitude of a few dealers handling a small quantity of wheat, who persist in the belief that 8c per bushel gross margin is sufficient to cover all handling and operating costs and still leave a reasonable net profit. In practically every case these dealers figure they make money in a given year solely because they have more at the end of the year than they had at the beginning. They do not analyze handling costs. If they make the effort at all some items of paramount importance are certain to be ignored. And they fail to recognize the fact that part or all of the profit which they are possessed of at the close of the yearly period is in fact speculative profit and not merchandising profit. There is a vast difference between the two, and as Mr. Riley, sec'y of the Indiana Grain Dealers Ass'n, has so frequently pointed out in the tabulations made up from his study of handling costs, speculative profits must be eliminated when handling margins are under consideration. And in determining handling and operating costs every item of cost must be included.



### Side Track Leases Again.

Aside from its value in affirming shipper's right to have his side track restored the decision of the Supreme Court of the United States in the Cameron case published on page 672 of the Journal for April 25th, lets in a flood of light on the question of side track agreements and right of way leases on which Chairman McLaren of the National Industrial Traffic League has strenuously been endeavoring to obtain some declaration from the Railroad Administration.

In the light of this decision, the federal authority does not extend to side track leases. Even if it did the U. S. R. R. Administration Order provides that state regulations must be complied with. Therefore, instead of going to Washington for a fair adjustment of right of way leases, the shippers should apply to their state public utilities commissions or state legislatures for relief from the burdensome conditions that are contained in the cut-throat leases the railroad companies are attempting to force upon shippers.

In states having regulations on side tracks no shipper need pay any attention to general order No. 15 regarding the division of expense of installing or maintaining a side track, except in cases where it may be to his interest to do so.

### A Two Cent Carrying Charge Needed.

Unless a carrying charge is given the farmer for holding his wheat, either in the stack or in his bins, the enormous 1919 crop is sure to be rushed to market so rapidly as to congest all facilities. Europe is not likely to be a large purchaser until its own supplies have been reduced, and the crop conditions of the principal European importing countries would indicate that they will not care to import much more this year.

The grain storage capacity of our Atlantic Seaports and some central markets is painfully small and the railroads seem to prefer to store grain in box cars rather than build new storage bins, so the grain trade of the entire country is likely to be handicapped from the time the new wheat crop gets to moving.

If the price of wheat is raised a cent each 15 days many farmers will stack their wheat and take their time about threshing, but if the one fixed price is to govern the entire crop year, then all will rush wheat to market before any of the moisture has evaporated. Country elevator men cannot afford to tie up their grain handling facilities, even though 1c per bushel per month is allowed them as a carrying charge. The interest on the money they will have tied up in the wheat will alone amount to more than 1c per bushel per month. If they have any influence with the Food Administration, they could, in all fairness, demand a carrying charge of 2c every fifteen days, because the interest on the money invested at 6%, the insurance and the rent of their plant, will necessitate their receiving that much if they are to come out even.

Unless a fair carrying charge is granted to all holders of wheat, all grain handling facilities are sure to be greatly congested, and the railroads will present the grain trade with a car famine that will convince them that they have not previously accumulated any knowledge of a real famine.

While the Food Administration has not shown a desire to learn the views of the country elevator operators, or in fact to consider very seriously the rights and interests of any elevator operators, it may be difficult to induce it to consider the fairness of the 2c carrying charge, but the protection to all interested, the farmers included, surely justifies an earnest effort to obtain protection against loss.

### New B/L a Step in Right Direction.

One long, hard fought battle with the railroad companies has just ended with a victory for the shippers in the matter of destination value on claims for loss.

On or before Aug. 9 the carriers are ordered to put into effect the new form of B/L with the clause limiting liability to the value at point of origin stricken out. Also the Commission orders stricken out the claim agents' cloak for disclaimer of liability "discrepancies in elevator weights." The ruling of the Interstate Commerce Commission on these points is given in full elsewhere in the Journal.

By promulgating this more equitable form of B/L the Interstate Commerce Commission practically reverses itself. In 21 I. C. C. 8, the Commission, in the case of J. C. Shaffer & Co. v. C., R. I. & P. R. R. Co., in a suit ably but vainly prosecuted by the Chicago Board of Trade, held "The provision in the uniform B/L that the value of the property shall be computed on the value at the time and place of shipment is not unreasonable." One of the reasons given by the Commission for its erroneous decision was "It is more difficult to ascertain the value of property at destination." There is no appeal from a decision of the Commission, and hence the Board had to give up the fight.

Under the common law, however, the valuation to govern was always the value at destination; and individual shippers persisted in demanding their rights in the courts. Decisions, always in their favor, have repeatedly been published in the Journal. The last blow that convinced the Interstate Commerce Commission that this clause was no longer "reasonable," was the decision of the Minnesota federal district court in the light of the Cummins amendment, that the value at place of shipment was an unlawful limitation of liability.

The lesson to the grain trade is that the way to get their legal rights is to go into court and fight for them. This lesson has a present application to the proceedings now before the Commission on natural shrinkage, elevator weights, and the prompt payment of claims. To get justice, go into court and sue. When the amounts are so small as to make the expense of suit outweigh the gain join, as the Kansas City dealers are doing and the Winnipeg dealers propose to do, in a joint claim collection agency.

CUBAN sugar warehouses full is the alarmist cry just sent out by the foreign market department of the U. S. Dept. of Agri. "The mills will be unable to grind the cane after the storage space has become exhausted." Unless a carrying charge is allowed the wheat growers we may hear in a few months the alarmist cry "Country elevators will be unable to handle wheat after the terminal elevator storage space has become exhausted."

### Dealers Cannot Handle Wheat on Margin.

It is whispered about that the Wheat Inspector for the coming crop will again insist upon country elevator operators handling wheat on a gross margin of 8c. Notwithstanding all the bitterness which has developed through his forcing many grain dealers to handle wheat of the last crop at a loss, he is said to be just as firmly determined as ever to insist upon the same fixed gross margin for handling 1919 wheat.

He has made no effort to determine the justice of the protests of the Illinois shippers, who through his famous retroactive order were forced to go down in their pockets and pay farmers more than they could afford to pay for wheat. Illinois dealers in particular are in no mood to handle the coming crop at a loss. They recognize that the War is over and that they are just as clearly entitled to a living wage for the service they render the public in marketing grain as is the producer or the carrier, and without doubt that any of them are willing to attempt to handle the coming crop on an 8c gross margin.

The Grain Dealers National Ass'n., co-operating with the state ass'ns, has made a careful canvass of the trade and compiled valuable statistics which are included in our report of the St. Louis Conference, published on page 779 in this number. These statistics show very clearly that the cost of handling wheat through country elevators will average 8.54 cents per bushel. These figures cover the handling of 13,197,077 bushels at 199 stations in seven states, and what is more, these figures do not include any terminal charges.

The trade has made an earnest effort to determine the cost of country handling, and if the Food Administration makes any effort to force country elevator operators to handle wheat at less than cost or even without profit, then in fairness to themselves, the country elevator operators must go into Court and sue for a writ of injunction. The Food Administrator has no right to take their property for nothing, or even to attempt to make them handle wheat for nothing. Many dealers patriotically went into their pockets for the unfair refund demanded of them on the last wheat crop only to discover that the Food Administration had no authority to compel refunds, hence they are naturally in poor mood to be trifled with again. Bulldozing tactics will not be tolerated.

WHEN LIGHTNING strikes a building it is not because it has anything in particular against that building, but because it is trying to get to the ground. The elevator operator who makes easy the path of the electrical discharge by equipping his house with good conductors, properly grounded will find that house standing when the storm has passed—and his insurance company will pay him for his foresight.



## Why Elevators Burn.

During the twelve months ending April 30th the news columns of the Grain Dealers Journal contained the reports of 279 grain elevator fires. In 148 cases, the losses reported aggregated \$4,341,500. In 53 cases, the elevators were damaged to the extent of \$133,050.

Elevators do not burn simply because they are built of wood, in fact we know of many houses which have stood along the railroad tracks for forty or more years and are still in service today. The great number of these old time elevators which are still standing and doing a good business, proves conclusively that it is not necessary to build grain elevators of expensive non-combustible material. It is simply a question of more intelligence, more vigilance in building and in care.

In 78 of the fires reported in our news columns during the past year, the cause of the fire was reported, and as in all compilations of causes of grain elevator fires which have been compiled by different authorities during the last ten years, lightning and locomotive sparks led all other causes. Of the "total losses," twelve were credited to locomotive sparks and nine to lightning, while eight "damage losses" were credited to lightning and three to locomotive sparks. The known causes follow:

### CAUSES OF ELEVATOR FIRES.

Lightning .....	19
Locomotive sparks .....	15
Spontaneous combustion .....	5
Incendiary .....	12
Friction in leg .....	2
Gas engine, backfire .....	5
Gasoline .....	2
Lighted lantern .....	1
Burning cobs .....	3
Spark from rail saw .....	1
Defective wiring .....	4
Defective motor .....	1
Forest fire .....	1
Dust explosion .....	1
Other explosion .....	1
Derailed oil car .....	1
Overheating exhaust pipe .....	1
Clothes near exhaust pipe .....	1
Hot box .....	2

It is reasonable to presume that the causes of the 201 fires in which we were not advised of the cause were in about the same proportion as is shown by the causes reported. So that any grain dealer who is desirous of preventing a fire in his grain elevator can, by studying the experiences of grain dealers who have suffered fire loss and by heeding the suggestions of the mutual fire insurance inspectors reduce the danger of fire in his plant so much as to effect a great reduction in the cost of his insurance in mutual companies.

Evidence as to where fire started should also assist dealers in correcting many of the hazards of their plants. In 88 of the fires reported in our columns, the starting points were reported as follows:

### WHERE FIRES STARTED.

Hay warehouse .....	18
Engine room .....	14
Coal sheds .....	8
Roof .....	14
Cupola .....	12
Feed mill .....	1
Buckwheat mill .....	1
Office .....	7
Belt shaft .....	1
Outside spout .....	1
Bit .....	2
Chute .....	2
Cob house .....	1
Mill .....	1
Dust room .....	1
Wheat conveyor .....	1
Feed drier .....	1
Barn, spread to elvtr. ....	1
Wheat house .....	1

To start with, many of these fires should have been prevented had the elevator owners consulted the wishes of the mutual fire insurance companies, and banished the hay warehouses, built the engine room of fire-proof material 20 feet away from the elevator, constructed the roof of non-combustible material and kept the cupola windows well screened. With these few precautions, 58

out of the 88 fires in which the starting point was reported, would have been prevented, and it is reasonable to presume that the same percentage of the other 191 fires reported could have been prevented, if their owners had taken the precautions which prudence would justify in the light of the experience of others.

Another factor which is coming forward with greater force is emphasized elsewhere in this number by Mr. Fitzgerald, who implores grain elevator operators to install steel barrels with calcium chloride solution and fire extinguishers containing carbon tetrachloride, so as to make it easy for those present at the starting of a fire to extinguish it in its incipency.

If the grain dealers of the land would but heed the injunctions of the mutual fire insurance inspectors and strive to correct the known fire hazards of their elevators, the number of fire losses would be so greatly reduced as to bring joy to them and the insurance companies insuring them.

## Letting the Contract.

The contract for the new elevator when signed by a barn builder, a silo expert or other unknown irresponsible may look like a real bargain to one inexperienced in letting contracts, but in ninety-nine cases out of a hundred is sure to prove a very expensive and often an exasperating disappointment. The designer or contractor who successfully specializes in grain elevators studies the purpose for which the house is to be used and the needs of the business before he begins to lay out the plans.

He strives to arrange the different departments of the plant so as to facilitate the co-ordination of those inter-dependent upon one another with a minimum expenditure of power and labor. The perfection attained by the successful designer of the small one man elevator is always sought and even more intensively by the designer of the larger houses. Owners fully appreciate the advantages of avoiding the wastes common in all elevators, but few know how to accomplish the desired result, so if they are to get a plant which can be operated efficiently and economically it is imperative that they employ a competent designer of experience. Without such assistance they have small chance of obtaining an elevator anywhere near their ideal.

Many perfectly designed elevators have been spoiled completely by incompetent and dishonest builders. Cutthroat competition induced the contractor to take the job at a figure which proved to be below cost, so in order to save himself he skinned the building and the owner got another undesirable plant.

The Illinois barn builder who found it necessary to cut out walls to get in the machinery and to cut thru others to accommodate the power transmission machinery was so indiscreet as to refer another dealer wanting an elevator to the man who had been buncoed. The trouble with most of these inexperienced builders is that they have no idea of the operating needs of an elevator, so they invariably make a botch of the job. Experienced operators who are permitted to study the well prepared plans of the successful designer generally make many practical suggestions for desirable changes and get them. If you are anxious to have a plant you can take real joy in operating, have complete working plans and specifications prepared by a successful designer and then study them carefully before letting the contract.

## Improvement Tendencies.

The news columns of this number of the Journal reflect the accuracy of the forecast, made months ago by observers in touch with the grain trade of the country, to the effect that the year 1919 will witness a program of elevator building and improvement not equaled in any previous year. The need for efficient grain handling facilities was never greater, and it is plainly apparent that the trade is making every effort to prepare for the big crops that are in prospect.

Now that this program is well under way, some interesting facts, other than the volume of new building and improvements, may be drawn from a study of the reports concerning the work already in progress and that planned for the immediate future.

The outstanding fact that forces itself upon the student of these reports is the general tendency toward the equipment of elevators with better machinery and better accessories. This is the result of a conscious effort on the part of the grain trade to prepare itself to render its service more efficiently and more economically than has been possible in the past. Not only is it true that new houses being built in 1919 are better than the new houses of any past year; but it is a fact also that more old houses are being repaired, remodeled and otherwise fitted with new machinery and equipment to place them in the best condition for operation.

In this work there are certain well defined tendencies that bear unmistakable evidence of the effect of the lessons of past experiences of the trade. For new elevators there is being shown a marked preference for materials that will give relief from the fire hazard, and the number of reinforced concrete plants erected this year will exceed even the most optimistic forecasts of those who have long favored this material.

There are fewer elevators of freak design being erected this year than formerly, and this shows conclusively that the trade is beginning to recognize the value of the services of the competent engineer in planning efficient plants. The experienced man does not design freak elevators; these are the product of the barn builder and the silo builder.

A better quality of iron is being used to side and roof elevators; better cleaning and conditioning machinery is being installed; an increased number of legs and bins are being placed into many houses, while the legs have greater elevating capacity than those which they displace; shipping scales are being installed in elevators whose owners have only guessed at their loading weights in the past; and power better suited to the needs of efficient elevator operation is being used.

These facts point the way to better things for the grain trade. Greater efficiency within the plant will mean lower handling costs and this will in turn give a better net profit to the grain dealer, while at the same time rendering better service at lower cost to the community.

SHOOTING AT FISH with a pop gun may be a pleasant, enjoyable and healthful pastime, but it's not very profitable. Too much like trying to conduct a grain business without knowing the exact grade of every parcel bought and sold. One may not like the wheat and corn grades nor those presently to go into effect on oats, but they are here and must be used; and to arrive at the true grade of a sample certain equipment is needed. The progressive dealer will have that equipment when the first load arrives.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### How to Handle Branch Elevators?

*Grain Dealers Journal:* We would like to learn of the most up-to-date method for handling branch elevators where outside help must be depended upon and the head of the concern has not enough time to keep in touch with all of them at all times.—Pfeffer & Bauman.

### How to Dump Auto Trucks?

*Grain Dealers Journal:* We would be interested in knowing of some very good yet not complicated or expensive way of dumping auto trucks.—L. E. Connors & Co.

*Ans.:* Dumping auto trucks is a new problem that is being studied by the inventors. So far but few have been perfected to the point where they have been placed on the market. Of these, four are to be found in the advertising columns of the Grain Dealers Journal.

### Information on Trading in Options?

*Grain Dealers Journal:* I would like to have some good book giving detailed information on buying and selling options, especially grain. For example, what is a stop loss, how and when placed. What is the minimum amount that can be purchased or sold. What is the commission charge? What is a spread? I would like to know something about this without actual experience?—C. P. Bauman, Seymour, Ill.

*Ans.:* No comprehensive book on grain speculation has been published. In the first place it is wrong to describe these trades as options. They are correctly designated trades for future delivery. An option implies a choice; whereas the trader has no choice but to make delivery or buy in his contract before delivery. A stop loss is an order to be executed when the market has moved to a named price, to prevent greater loss or to prevent a profit from disappearing. A spread is a trade having two parts that offset one another, such as a sale of one month and a purchase of another, or in different grains or in different markets. The minimum quantity traded in is 1,000 bus., and the commission is not less than \$2.50 per thousand or \$7.50 per 5,000 bus. for the round turn, and a rate of \$10.00 per 5,000 bus. is proposed.

### The 8-Cent Margin Refund?

*Grain Dealers Journal:* Today the local farm adviser called and wanted to know why we had not made restitution, stating that the St. Louis office was under the impression that we had made this restitution. He stated that if he and his grain com'te made sworn statements that we had not made the payments it might go harder with us than losing our license.

The farm adviser stated that according to the farm journals the Food Administration won the case in which a dealer in the northern part of the state got an injunction in Judge Landis' court. We understood that the dealer won this case and closed his elevator. Will the Journal please advise which is correct? Can the F. A. do more than take our license?—Illinois Dealer.

*Ans.:* The farm journal which has been most active in stirring up strife did publish a garbled report of this suit. The Prairie Farmer stated that "as soon as Judge Landis could turn around and get his breath he threw the case out of court." The truth is that Judge Landis, far from throwing the case out of court, had actually granted the William Bros. a temporary injunction and the case was not thrown out of court by the Judge, but dismissed without the Judge's knowledge in advance, by the attorneys for both sides getting together and agreeing upon a petition to be presented

to Judge Landis' clerk requesting that the suit be dismissed. The result, according to the attorney of the F. A., is the same as if the suit had not been brought.

The attorneys of the F. A. admitted to Mr. Williams' attorney that the F. A. could do nothing more than take the license.

### Concrete is Water-Proof.

*Grain Dealers Journal:* Will you kindly enlighten me upon the subject of cement water proofing?

Does the average mixture of cement hold water-tight?

How can I secure water-tight cement foundations?

I have been laboring under the impression that all cement permitted some water to leak thru.—J. H. S.

*Ans.:* The Universal Portland Cement Co. says "Foundations made of the 1-2-3 mixture if properly proportioned are absolutely waterproof. This is not the average mixture, however, the 1-2-4 being generally used, but not where waterproofing is desired.

"By the 1-2-3 mixture we mean, one part cement, two parts sand and three parts of pebbles and crushed stone. We further imply by 'proper mixture' the use of clean water, washed gravel and stone free from silt and loam. All aggregates must be washed. Bank gravel must be screened."

### Making Claim on F. O. B. Sale.

*Grain Dealers Journal:* We have read with much interest the article, "Who Makes Claim Against Carrier?", in the Asked-Answered dept of the Journal for April 25.

The average shipper believes when he sells a car of grain f. o. b. his track that in case of any railroad claim the claim should be filed by the buyer, unless the loss is due to carelessness or negligence on the part of the shipper.

The writer feels that if anything happens to a car beyond the control of the shipper after he has followed the buyer's instructions and has furnished proper B/L the claim should be assumed by the buyer. For example: If the car is burned in transit the buyer would be unable to furnish destination weights and thus complete his part of the contract, and should be compelled to accept the seller's weights and grades as final.

Our understanding of f. o. b. shipping point, destination weights, has always been that the destination weights rule where the car condition is good and the weights at destination show obvious error in the loading weights.—McLaughlin, Ward & Co., Jackson, Mich.

### Experience Needed in Conducting Grain Business?

*Grain Dealers Journal:* Do you think it possible for one who has had about 8 years' buying experience at country stations (but no selling experience) to make a success in the grain business on his own account, or for a farmers' company?

Please explain how Bs/L and drafts are handled when buying or selling carlots.—Country.

*Ans.:* It is impossible to say whether one with any given number of years of experience in buying grain at country stations can make a success of the business for himself. It would depend largely upon the man's other and general qualifications. One man with 8 years' experience might be well versed in the fundamentals of the business, whereas another with even more experience might know little about the basic principles which every business man must understand to succeed. It may be said, however, that in 8 years a man of intelligence should acquire at least a good grounding in the trade.

Shipper's Order Bs/L covering carlots of grain are usually attached to drafts representing slightly less than the value of the grain contained in the car, and this draft is deposited in the shipper's bank, either for credit (as a cash item) or for collection. In either case, the buyer of the grain must pay the draft and obtain the B/L before he can obtain possession of the car from the railroad company. Any difference between the amount of the draft and the net proceeds of the car is settled between buyer and seller after the car has been inspected, unloaded and weighed and account sales rendered by the buyer.

### Penalty Clause Illegal?

*Grain Dealers Journal:* In the Journal for 10, page 231, I read that the penalty clauses illegal and I would like to print this in a local paper. Is there any objection?—C. Kenly.

*Ans.:* There can be no objection to reprinting this decision, as it is a court ruling and the judge is responsible for it. Up-to-date farming co-operative companies do not have the clauses in their by-laws. Besides being an unlawful restraint of trade it is unnecessary.

### Loading Spout Over Main Track?

*Grain Dealers Journal:* We have a customer who is desirous of installing a loading spout to cars on a side-track which will necessitate the crossing over the main line track by an electric line as well as crossing over all their high tension wires.

We do not know of any specific instance where this has been done before and question whether the traction company would permit.

If readers of the Journal know of any specific instances where this has been done at which we could use as a precedent to obtain the necessary permission we would greatly appreciate the information.—Ballinger & M. Allister.

### Speed of Head Pulley?

*Grain Dealers Journal:* I am building a small frame elevator, using a 16" head pulley and 10" boot pulley, with 4x7 cups. At what speed should the head pulley be run to give the best results?—Sam Pelton, Werner, N. I.

*Ans.:* It is impossible to give an answer that will be absolutely correct because of the lack of data upon which to base calculations. The speed at which the head pulley of an elevator should be operated depends upon its diameter, the size of the cups, their spacing upon the belt, the kind of cups used, and the kind of grain which will be handled principally.

In this case it is assumed that the head pulley is 16" in diameter. With Salem buckets spaced 14" c. to c. on the belt, a 16" head pulley should run at a speed to give a belt speed of about 200 feet per minute. This would indicate a speed of 43 r.p.m. at the head shaft.

However, experienced engineers would not approve the use of a pulley as small as 16" in diameter for anything but very light work. Pulleys of this diameter find a place in flour mills and for light grain handling, but for the most efficient and economical performance the duties required of a leg in a grain elevator the size should be increased considerably.

### Reinforcement for Circular Block Grain Tanks?

*Grain Dealers Journal:* Where can we get information as to the amount of reinforcement required in constructing circular grain storage tanks of clay blocks?—Sweetser Drain Tile Co., Sweetser, Ind.

*Ans.:* The circular reinforcement holds the blocks together against the bursting pressure of the confined grain, and as the bursting pressure increases with the depth of grain the lower part of the bin will require stronger steel. Different grades of steel vary in tensile strength, so the thickness of steel will depend a little also on the quality of the metal.

Based on experimental tests different engineers, Ernest McCulloch of the Portland Cement Ass'n, J. A. Janssen of Bremen, Germany, and J. A. Jamieson of Montreal, Quebec have worked out tables of bin pressures at different depths of grain. Using these tables and knowing the tensile strength of the steel the size or the thickness of every rod can be determined. Such a table was published in the Grain Dealers Journal Dec. 10, 1916, page 935.

Taking a bin 12 feet in diameter reinforced 7 1/4 inches apart the size of rod at a depth of 40 ft. is determined by the following formula:

Let  $g$  equal the vertical spacing of the bars in inches;  $p$  the grain pressure per square inch on a point midway between the bars;  $d$ , the diameter of the bin in inches;  $A$ , the net area of steel rods at a height  $g$ , and  $f$ , the allowable stress in the rods. Then in this case  $g$  is 7 1/4 inches or 7.25;  $p$  is 2.37;  $d$  is 144 inches, and will vary from 16,000 to 25,000 lbs. per sq. inch according to the quality of the steel.

The problem stands thus:

$$2.37 \times 7.25 \times 144$$

$$A = \frac{2 \times 16,000}{2 \times 16,000} = .077 \text{ sq. in.}$$

Thus the rod requires to be .077 sq. inch area.



# The Cost of Handling Wheat

A handling cost of 8.54c per bushel of wheat was the findings of those present at a meeting in St. Louis on Thursday, May 8, called by the Grain Dealers National Ass'n and attended by delegates of the various State Grain Dealers Ass'ns, who were duly appointed by their associations.

The object of the meeting was to hear the report of a committee appointed at their previous meeting in February at St. Louis, on the cost of handling grain with the view of determining a fair handling margin for the country dealer, and presenting same to Mr. Julius H. Barnes, 1919 wheat director.

This report was compiled by a committee consisting of W. E. Culbertson, Sec'y of the Illinois Grain Dealers Ass'n, and Chas. B. Riley, Sec'y of Indiana Grain Dealers Ass'n.

## First Session.

The meeting was called to order by P. E. Goodrich, President of the Grain Dealers Nat'l Ass'n and presiding officer at 9:30. In reviewing the work of the previous meeting, Mr. Goodrich told of the appointment of a committee to investigate, by actual cases, the cost of handling wheat. He also said that he had been instructed to arrange a meeting with Mr. Barnes to present the data gathered by the committee. Mr. Goodrich then called upon Mr. Riley and Mr. Culbertson to give the report they had compiled.

Mr. Riley briefly told how the data had been gathered and assured those present that, though it was not exhaustive in volume, it was absolutely accurate.

Mr. Culbertson then took the floor, read the following report which showed the cost of handling wheat to be 8.54c per bus., based on a total of 13,197,077 bus. of grain at 199 stations in seven states. The details follow:

### Report of Handling Costs.

Cost per bushel of handling a total of 1,826,044 bus. of wheat at 59 stations in Illinois averaged 7.2c per bushel not including freight, average bushels per elevator, 30,949. To handle a total of 3,382,025 bus. of grain at 46 stations in Kansas, the cost averaged 6.93c per bushel, not including freight. Average bushels per elevator, 5,532.

A total of 60,000 bus. of grain at 1 station in Nebraska averaged 8.15c per bushel, not including freight.

Cost of handling grain at 29 stations in Montana averaged 7.94c per bushel, not including freight. 22 elevators of the Gallatin Valley Milling Co. failed to report amount of grain handled, the other seven stations handled a total of 8,726 bus. of grain.

A total of 156,390 bus. of grain at 3 stations in Michigan averaged 11.6c per bushel, not including freight.

A total of 347,791 bus. grain at 3 stations in Ohio averaged 8.93c per bushel, not including freight. Average bushels per elevator, 115,930.

A total of 7,424,867 bus. grain at 73 stations in Indiana averaged 7.53c per bushel, not including freight. Average bushels handled per elevator, 101,710.

A total of 13,197,077 bus. of grain at 199 stations in seven states averaged 8.54c per bushel, not including freight.

After the report had been read, Mr. Culbertson was closely questioned regarding any points that were not clear to everyone present. The question of terminal charges was brot—"The report does not include terminal charges."—Culbertson.

Mr. Wells declared that one fixed margin for all dealers, large or small, would not be a fair margin as it would work hardships on the small fellow.

Mr. Culbertson was asked why he did not include in his report the data furnished by the Kansas Flour Mills presented at the last meeting. It considered 56 houses and showed an actual cost of 10.52c per bushel for handling wheat. His answer was: "It was not compiled in the form we prescribed. They promised to alter the report to suit us, but have failed to comply."

Dockage and increasing of grade by cleaning was considered at length.

## Few Dealers Know Cost.

Geo. A. Wells claimed that very few country dealers knew what it cost them to handle wheat, many believing 5 or 6c would cover it easily. "Many dealers," he said, "will doubt the margin set by this report, believing it to be too high. They must be educated in this matter. E. Bossemeyer, Jr., of Superior, Neb., supported Mr. Wells in his contention, and urged that the figures of the report be published and put before the trade."

C. E. Noyes of Jackson, Mich., moved that the report be accepted as it was read. The motion was carried unanimously.

Secy. Riley read the Indiana report in detail covering all grains and showing cost per bushel of handling—wheat 8.33c, corn 7.56c, oats 6.64c, rye 6.58c, complete net cost.

W. L. Sparks of the Sparks Milling Co., Terre Haute, Ind., attended the meeting and brought the goodwill of the Millers National Federation. According to Mr. Sparks the millers of the country agreed at their recent meeting to stand by the margin decided upon by the members of this St. Louis conference.

Mr. Goodrich read several letters and telegrams that passed between himself and Mr. Barnes relative to arranging a date of meeting with the representative of the grain dealers. Mr. Barnes failed to set a date other than the general hearing in New York on the 13th of May. It was Mr. Goodrich's desire to get a hearing before this date, separate from the general hearing. F. G. Horner, Lawrenceville, Ill., Pres. of the Illinois Grain Dealers Ass'n, made the following motion on this subject, which was adopted:

"I move that a resolution be adopted directing Pres. Goodrich to request Mr. Barnes to appoint some one to confer with a committee appointed by Mr. Goodrich to consider the data presented at this meeting."

Mr. Riley made the following motion which was adopted:

"Direct the chairman to request that each state appoint one or more delegates to attend a meeting at the call of Mr. Goodrich to confer with Mr. Barnes."

Figuring cost and profit on an annual turn over basis, disregarding the fixed margin, was a question up for discussion. C. C. Twist maintained that it was the only fair plan. Mr. Riley supported his claim. The majority, however, deemed such a plan impractical owing to the great amount of auditing it would require.

Adjourned until 2 p. m.

## Second Session.

As all business at hand had been accomplished in the morning session, the afternoon session developed into a general discussion on Past, Present, Promise, Possibility and Probability.

The final adjournment was at 4 p. m. without further action having been taken.

## Texas Dealers to Meet at Galveston May 23 and 24.

The annual convention of the Texas Grain Dealers Ass'n will be held at Galveston May 23 and 24. The program for the convention sessions has not been announced, but in view of the many important matters confronting the trade at this time the meeting is certain to be an interesting one, and it is believed that it will establish a record in point of attendance.

Convention headquarters are to be at Hotel Galvez, where the sessions will be held. Rates for rooms at the Galvez range from \$2.00 per day for one person and \$3.00 for two persons, with detached bath, and \$2.50 and \$4.00 for private bath, upward.

## Coming Conventions.

May 19.—Panhandle Grain Dealers Ass'n, at Amarillo, Tex.

May 19, 23.—Community Millers Ass'n at Louisville, Ky.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 23, 24.—Texas Grain Dealers Ass'n, at Galveston.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

June 5, 6.—Wichita Board of Trade, at Wichita, Kan.

June 18, 19.—Ohio Grain Dealers Ass'n at Cleveland, O.

June 26, 27 and 28.—Tri-State Country Grain Shippers' Ass'n, at Minneapolis, Minn.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

July 18, 19.—Northwestern Grain Dealers Ass'n, at Lewistown, Mont.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

## Northwestern Dealers to Meet at Lewistown.

The annual convention of the Northwestern Grain Dealers Ass'n will be held at Lewistown, Mont., July 18-19. The complete program has not been made up, but Sec'y H. N. Stockett, of Great Falls, Mont., has announced that it is hoped a representative of the Food Administration Grain Corporation will be present to explain the handling of the 1919 crop, and that lectures and demonstrations will be conducted pertaining to grain grading and handling.

Displays of machinery and equipment are being arranged for to demonstrate up-to-date and efficient methods of grain handling, and addresses on fire prevention and elevator construction will be given.

The Lewistown Chamber of Commerce is working with the Ass'n in preparing entertainment for the dealers during the convention. Many places of unusual interest are within a short distance from Lewistown. Among these are included the Ice Cave in the Judith Mountains, the Barnes-King Gold Mines, Crystal Lake, the Sapphire Mines, Maiden Canyon, Half Moon Pass, and the great wheat fields of the Judith Basin.

It is expected that the attendance at this convention will make it the largest in the history of the Ass'n.

AN INCREASE on the part of the principal countries from 1,535,000,000 pounds in notes before the war to 24,727,000,000 at the end of last year is indicated in the annual review of the Swiss Bank Corporation. Of this preposterous addition of over 23,000,000,000 to the paper currencies of the world, nearly 18,000,000,000 have been produced by Russia, the home of bolshevism. Bank deposits during the war in 11 principal countries increased from 4,863,203 pounds to 10,092,465 pounds, or 107.4%. Leaving out the Russian addition to the currency in circulation, the increase in that item is over 397%. Bradstreet's index number of 96 commodities was \$17.27 April 1, compared with \$8.65 just before the war. The per capita increase of money in circulation in the United States alone has been \$4.80 in the last year. Edgar Crammond, a British statistician and economist, stated that there are three facts which will tend to make the fall in prices a very gradual one. He summed the matter up by giving these three facts. They are: (1) The vast increases in the amount of paper money. (2) The huge increases in the amount of public debts of the belligerents. (3) The determination of labor to maintain wages and improve the standard of living.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Look Out for Damp Wheat?

*Grain Dealers Journal:* I am thankful that I am out of the grain business at the present time. What will become of the dealer who takes in from the farmer wheat that is little damp?—R. B. Andrews, St. Petersburg, Fla.

### Thinks Car Distribution Unjust.

*Grain Dealers Journal:* Car distribution at present, to my way of thinking, is very unjust. I consider that distribution should be made according to the receipts of the house. The annex we built last year doubled our capacity, but we should have trebled it as under the fifty-fifty plan of car distribution, we are very much hampered for room.—F. H. McKenzie, Hallock Co-operative Elevtr. Co., Hallock, Minn.

### Iron Siding Needs Care.

*Grain Dealers Journal:* We have had considerable experience with iron siding to elevator property and when it is given proper care and attention, results have been fairly satisfactory.

We are using on our train shed No. 20 galvanized iron which was put on four or five years ago. The worst feature we have had to contend with is the roof which is easily eaten thru by the heavy gases which are thrown off by the engines switching back and forth and frequently stopping under the shed. In order to overcome this and preserve the top, we have placed underneath and parallel with the girders just over the tracks a separate sheet which catches the first force of these gases so that the life of the top is materially increased and holds the water tight much longer. Prior to this, we were continually bothered by water drips thru eaten holes. If allowed to run indefinitely without paint, the iron goes to pieces pretty rapidly when once started.—J. H. Jones, superintendent Cleveland Grain Co., Sheldon, Ill.

### Cause of Leaks in Iron Siding and Roofing.

*Grain Dealers Journal:* It is my opinion that some of the so-called defects in iron siding and roofing used on elevators are due more to faulty workmanship than to defective metal. If the defects were due entirely to poor metal it seems there would be rusted places in it, and I do not believe that I have seen such evidence in any of the material put out lately.

In the case of two Kansas houses which I have in mind, and on which the roofing proved unsatisfactory, I think that the iron used is not the proper roofing for elevators, but in all probability the company making the iron intended that wood strips should be placed in the grooves provided in the sheets, altho they did not send the strips out with the iron. If this assumption as to the need for wood strips be true, then it was faulty workmanship and not faulty iron that caused the trouble.

I believe, however, that if the lumber over which the iron is applied be green no iron can be made to give satisfactory service.

Undoubtedly leaking roofs are more chargeable to improper application than to defective iron, if the iron be of the kind regularly used. In elevators built by local carpenters corrugated iron is often used for roofs, and these will always leak.—J. T. P.

### Has Abandoned Patent Suits on Fireproof Cluster Tanks.

*Grain Dealers Journal:* Referring to my U. S. Patent No. 667172 for fireproof cluster tanks of re-inforced concrete, I beg to submit the following:

1. I originated and invented the present method of concrete grain storage in 1897, and Jan. 21st, 1901, secured U. S. Patent No. 667172 for the invention.

2. Builders and contractors soon took up my construction, but when I asked for a royalty of .0034c to .0032c per bushel, I simply was refused and told to sue. I brought suit in 1907 against James Stewart & Co., under the name of Acola Construction Co., for an elevator built according to my invention in Baltimore, Md., and this suit was defended by the then principal elevator builders of the country, Stewart & Company, Barnett Record Company, John S. Metcalf Company, Witherspoon, Englar Company, and I believe, MacDonald Engineering Company. As I ran out of funds, the suit was withdrawn.

3. In 1917, I brought suit against Southwestern Milling Co., of Kansas City, Kans., in my own name, but found that the title to the patent had been vested in Acola Construction Co. so long that I was doubtful of being able to prove damages, as Acola Construction Co. only returned me the title two years ago. I, therefore, withdrew the suit.

4. My patent expired Jan. 29th, 1918.

Some 700 million bushels of grain storage in United States and Canada in Heidenreich Concrete Grain tanks, has proved the value of the invention to the world, and I feel gratified for having had the privilege of contributing and promoting this construction.

That I have been deliberately deprived of my royalties I lay to the faulty organization of U. S. Patent Office and to the elastic conscience of elevator builders and owners.—Yours truly, E. Lee Heidenreich, Kansas City, Mo.

### Why Some Concrete Elevators Fail.

*Grain Dealers Journal:* Many grain dealers who are planning to build concrete elevators appear to fear that it will not prove satisfactory, an opinion formed because of their knowledge that some concrete elevators have shown weaknesses.

In my opinion this matter should be placed squarely before those who are thinking of this kind of storage, just as has been done regarding wood elevators. In fact, the reasons for the failure of concrete are also the reasons for the failure of wood houses. These failures are due largely to poor construction, the result of inexperience, poor mixing of the materials, the placing of reinforcing steel haphazard and by guess, the employment of superintendents of construction with minds that are a blank, and the action of contractors in cheapening the cost to the danger point to beat the other fellow to it in price. The cheapening of cost has been followed to the point of failure even where the work has been done at a percentage above cost. Some men have the habit of "putting things across" to the extent that it has to be done even in a cost plus percentage contract.

Some designs of concrete elevators are a joke, as the owners discover after the plant has been in operation a short time. This fact also applies to tile tanks erected for elevator purposes.

In wood construction the owners awoke to the fact that there was something to consider besides price; that there were builders of good elevators and some who put out shams; that the same specifications and the same capacity for \$1,000 less in cost did not always mean that \$1,000 was being saved, but that, on the contrary, they were paying some \$3,000 more than the price asked by the man who made it his business to erect a plant that was satisfactory and that would stand the stress and strain of operation.

In concrete construction many owners appear to think a concrete elevator is concrete and that that is all there is to it. They do not realize the same comparisons apply here as in wood construction. They know well that there is a difference between a flivver and an automobile, with a corresponding difference in cost. The rule applies with equal force to concrete elevators.

Grain dealers should be convinced there even a wider difference in concrete elevators than in wood elevators. Wood can be repaired if necessity develops; concrete cannot when it fails. With the erection of more concrete elevators by silo and sidewalk builders and others equally inexperienced, it is gradually dawning upon owners that there is a difference. It also is becoming plainly evident that some contractors who have had wide experience are cheapening the work to the danger point to reduce the price enough to secure the contract.

Quality is remembered long after cost is forgotten. Another way to express the thought is to say that good elevators are not cheap; cheap elevators are not good.—J. Younglove, Sioux City, Ia.

### Date on B/L Should Be Accepted Day of Shipment.

*Grain Dealers Journal:* We note your reply under caption of "What Is Date of Shipment?" page 664, your last April 25th issue and we are glad to be enlightened regarding paragraph 3 of Rule 5 referred to, which we did not know was in existence.

We are so surprised at the purport and interpretation of such a rule that we cannot refrain from entering a most emphatic protest against its injustice and illegality. In our opinion, it is a bad rule; in fact, a very bad rule. It is impracticable, it is contrary to previous rule and custom, and it is not supported by law.

It has always been held by customary rule and law in the grain trade that the tender of a properly executed Shippers Order B/L covering the shipment of a car of grain, is the proper tender of the shipment, and that the date on the face of the B/L over the Railroad Agent's signature, is considered the date of the shipment. Such evidence is conclusive on its face and needs no further investigation through commercial agencies, or otherwise, unless it is suspected that a forgery has been committed or that some alteration or change of date was subsequently made by someone else other than the Agent after lading was issued.

The shipper can not make a proper and legal tender of a shipment of this character on contract without submitting a properly executed B/L which he must first secure from the Railroad Company. In this respect the Railroad Company is the shipper's Agent.

This recalls a case that happened several years ago of a similar character reversed, but involving the same principle.

A country shipper was owing five cars of Wheat for Export, July shipment, but because of shortage of cars he was unable to get out the shipments and was in great danger of losing out on his contract, for the market in the meantime had declined 15c per bushel and his contract was subject to cancellation.

July 31st of that year was on Saturday, and by mere accident, through a traveling solicitor the buyer learned that this shipper had not received any empty cars for loading up to 6:00 P. M. of the last day.

Imagine this buyer's surprise when in the following Monday's mail he received invoice from this shipper covering two 60's and one 80 alleged to be loaded and billed July 31st. He waited for ladings to show up, and in the meantime started a little investigation.

The ladings and drafts came in on Wednesday, Aug. 4th and all ladings were regular and showed proper dating, July 31st. However, the buyer in his investigation discovered



at this shipper had received three empty cars late Saturday evening after six o'clock, but he did not have the time to cooper the cars nor to load them until the following Monday, Aug. 2nd, and the cars were way-billed from his station, Aug. 2nd.

There was also a change to a higher freight rate, effective Sunday, Aug. 1st. Therefore, under these circumstances and after having ascertained the real facts, the buyer refused the tender of the shipments as not properly complying on a contract for July shipment.

It was also ascertained that the Railroad agent at the solicitation of the shipper had moved the ladings late Saturday evening the night before cars were loaded.

A judgment was given against the buyer for loss and damage caused by his rejecting the tender of the shipments, chiefly on the grounds that a Shippers Order B/L of this character, properly executed and properly endorsed, is negotiable and transferable, and carries with proper title to the property involved and proper knowledge as to certain facts which are shown on its face and represented thereon, chiefly as regards the time of shipment, the point of origin, the kind of contents, the routing and the destination.

It therefore occurs to us that the question "What Is The Date of Shipment?" is quite pertinent and should be clearly and well understood, and that a regular rule of practice could not be so misconstrued or changed as to mean something entirely different, which our explanation of paragraph 3 of Rule 5 seems to indicate. Such a rule should be amended and eliminated at once.—The Anchor Grain Co., By E. M. Flickinger, Mgr., Wichita, Kan.

## Some Features of New Oats Grades.

In a recent announcement made by the Dept. of Agriculture explanation is made of the effect of some of the provisions of the federal grades, which will become effective June 1st.

It is pointed out that yellow oats are classed as white oats, and can take any numerical grade subject only to general appearance and the color requirements for each grade. This will permit yellow oats of good creamy white appearance to grade as high as No. 1.

As the condition and general appearance is one of the important grading factors in the new standards, type trays will be issued to federal grain supervisors and licensed inspectors. These will show the lowest limits of coloration allowed in grades Nos. 1, 2 and 3.

In order that the general scheme for the grading of white oats, with respect to general appearance, may be more easily understood by those not having access to the official type trays the following is suggested:

Oats which were good enough for No. 1 white and the better quality of No. 2 under old grades, with respect to general appearance (discoloration), will grade No. 1 white oats under federal standards. The lower quality of No. 2 white oats and practically all standard white under old grades will, in so far as general appearance (discoloration) is concerned, grade No. 2 white oats under federal standards. Poor quality standard whites and No. 3 under former grading rules will grade No. 3 white oats under federal standards where general appearance (discoloration) is the grading factor. The No. 4 grade remains practically the same with respect to the factor general appearance.

Any interested person may see the official type trays by visiting an office of federal grain supervision or any licensed inspector. A person mailing a sample of oats approximately 1 quart in size in a clean cloth sack to any inspector in the United States licensed to inspect oats will receive an inspection certificate showing the grade of the sample according to the federal grades. A small fee charged by the inspector for this service.

Do not know how I could get along without Journal.—J. G. Schwartz, Hallam, Neb.

## Contractor Must Comply With Specifications.

Complete adherence to the provisions of the specifications agreed upon for the construction of a building has long been regarded as an important element of the relations of the owner and the builder of a structure. In a case brought by the Steel Storage & Elevator Construction Co. against Alex. Stock to recover a balance for the construction of an elevator the Court of Appeals of New York has held that the construction of an elevator with capacity of 3,300 bus. per hour was not substantial performance where the specifications called for 4,000 bus. per hour.

The action was brought by the construction company to recover a balance of \$13,000 for work, labor, services and materials furnished in the construction of a grain elevator plant at Hillsdale, Mich. The parties had entered into negotiations for a contract for the construction of the Hillsdale plant for the sum of \$24,200, and also for a contract for the construction of a steel grain tank at Litchfield, Mich., for \$5,000. Written contracts were prepared in both cases. The Litchfield contract was duly executed by both parties and the tank constructed, but the Hillsdale contract was not entered into, owing to the inability of the parties to agree on terms of payment. Work was commenced, however, on the Hillsdale job, and plaintiff claims that it was fully completed. Final payment was refused because of defendant's claim that the work was not done according to contract specifications.

The Court said: Plaintiff contends that this is an action on quantum meruit, and that it is entitled to recover the actual value of its work and materials; but it plainly appears that its bargain was to construct the Hillsdale plant according to the plans and specifications which were to form part of the written contract. The failure to agree on a price and terms of payment did not excuse plaintiff from proving performance. To hold a different doctrine would be to compel the defendant to pay for something he had not bargained for. "He can demand payment only upon and according to the terms of his contract, and if the conditions upon which payment is due have not been performed, then the right to demand it does not exist." Smith v. Brady, 17 N. Y. 173, 72 Am. Dec. 442. Plaintiff was entitled to recover the fair value of its work and materials only as it built them into the elevator plant which it agreed to construct. Stewart v. Newbury, 220 N. Y. 379, 384, 115 N. E. 984. It relied on the price specified in the unexecuted contract as being substantially the fair value of what the plans and specifications called for. A small item of extras is included in its demand.

One of the specifications of machinery equipment called for "2 steel elevator legs, capacity each 4,000 bu. per hr.," and plaintiff's chief engineer testified that the capacity of the elevator was to be 4,000 bus. an hour as he remembered it. No dispute arises on this point. The evidence tended to show that the capacity of the elevator was not more than 3,300 bus. per hour. The credibility of this evidence was for the jury, but it squarely presented the question of non-performance of an essential feature of the contract.

Elevating Capacity Important: Here was undisputed—If not undisputed—evidence that in an important detail the elevator was seriously defective. On this state of facts we have a verdict as to the elements of which we can only conjecture, but which is substantially less than plaintiff was entitled to the evidence to recover for full performance, even after allowing the defendant the full amount of his counterclaim for damages for nonperformance of the Litchfield contract. Juries are at times capricious, and it may be that the reduction was made on no general principles, but it is at least arguable that the attempt was made to give some credit to defendant on account of the inferior capacity of the elevator. The jury should have been plainly told that they could not thus adjust the differences of the parties. Abstract legal propositions, sound in themselves, may wholly fail to enlighten if their application to the case at bar is not pointed out. Substantial performance is a term of law which conveys little, if any, meaning to the lay mind and ordinarily sends the lawyer to his digests to discover the most recent illustrations of its judicial use.

No Proof of Substantial Performance: Plaintiff offered no proof of substantial performance or of the cost of remedying defects. Defendant asked for and was refused instructions that plaintiff could not recover upon the theory of substantial performance. This ruling was properly excepted to. Strictly speaking, this was fundamental error (Spence v. Ham, 163 N. Y.

220, 57 N. E. 412, 51 L. R. A. 238), but it does not survive the unanimous affirmance. If it were not for the specific requests set forth, we would have to assume that the evidence contained everything necessary to support the verdict. Cronin v. Lord, 161 N. Y. 90, 55 N. E. 397. The judgment should be reversed, and a new trial ordered.—121 N. E. Rep. 786.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Erie, No. 108,516, east bound thru McComb, O., on May 9, was leaking oats badly over drawbar. I reported same to station agt.—O. L. Todd, Brumley & Todd.

N. P. Car. No. 28973 passed thru Hadler, Minn., May 1, leaking barley at one end over the draw bar.—O. Mortensen, traffic, mgr., Cargill Elevtr. Co., Minneapolis, Minn.

S. P., No. 80,787, containing oats, from Wellsburg, Va., to St. Louis, was set out here and repaired by section men. The post over the truck was broken and bulged out 6 inches, and it looked as if oats had leaked out on that side.—Spike & Co., Winton, Ia.

Big Four 46767 loaded with corn was leaking at side of car as it was set on a siding here. The leak was caused by a post pushing out at bottom on the side of the car. The seal bore the name of the Bonfield Grain & Lumber Co. The car was eastbound on Chicago Division of the Big Four.—Kern & Kirtley Grain Co., Whitestown, Ind.

G. N. 22499 passed thru Lyons, Neb., Apr. 21, over C. B. & Q. leaking oats badly. The car was not sealed. I patched the place as best I could.—A. Moseman.

N. Y. C., No. 248,332, passed thru Tippecanoe, Ind., Apr. 18, leaking wheat badly at the grain door.—Urschel Bros.

Southern 253047 passed thru here Apr. 14 leaking barley badly thru cracks which had been stopped up with waste and also where siding was so rotten and broken that it bulged.—Long Bros., Guthrie, Okla.

Fort Dodge, Des Moines & Southern, car No. 5,170, passed thru here Apr. 2, leaking oats from under a tin patch at the corner of the car.—I. G. Smock, Wilkin Grain Co., Bussey, Ia.

Southern, 12,624, passed thru Carroll, Neb., which is on the Bloomfield Branch of the C., St. P., M. & O., leaking corn. The stations between Carroll and the end of the line are Sholes, Randolph, Magnet, Wausa and Bloomfield so the car in question must have been loaded at one of these places.—F. A. Wallin.

C. B. & Q. No. 104651, filled with oats was set out here March 28, and was not sealed. I reported it to the agent here and he said since he had not billed the car, he would not seal it. It came in on the Washington Branch of the C. B. & Q. and he said it was from Washington, Ia.—W. A. Holland, mgr. Wyman Supply Co., Wyman, Ia.

## Leaking Cars at Milwaukee.

Of 43,966 cars weighed and unloaded during the 12 months prior to Apr. 1 last, under the supervision of the Milwaukee Chamber of Commerce, 8,007 or 18.2% were found on arrival to be in a leaking condition.

Of 16,554 cars of oats, 3,108 were leaking; 10,818 cars of wheat, 2,515 were leaking; 6,918 of barley, 1,151 were leaking; of 5,575 cars of corn, 649 were leaking; 2,642 cars of rye, 445 were leaking; of 210 cars of flax seed, 62 were leaking; of 1,158 of miscellaneous grains, 77 were leaking; of 91 cars of hay, straw, etc., none was in bad order, and yet some railroad claim agents charge all the loss to variation in scales.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CANADA.

Regina, Sask., May 5.—A considerable amount of grain is being released from the interior storage elevators and is moving eastward. The government has been holding about 500 cars of grain at the interior elevators as seed reserve, but it was found that that was more than was needed so with the opening of navigation and the easing of the congesting of terminal elevators the surplus is being shipped forward.—B.

## ILLINOIS.

Hindsboro, Ill.—Wet weather holding back farmers deliveries.—J. Crawford & Sons.

Biggs, Ill.—May 3.—Lots of rye, some corn and a few oats in the farmers hands.—E. B. Coats.

Maroa, Ill.—Business good in my section. Recent rain temporarily held up movement.—L. J. Kaiser.

Indianola, Ill.—Business slack, farmers holding back what little corn remains in these parts.—E. W. Block.

Champaign, Ill., Apr. 28.—Reports that elevators in this vicinity are full of corn are erroneous.—E. C. Flanagan.

Hillsdale, Ill.—Roads in bad shape, too much rain the cause. Little grain moving in consequence.—John F. Butzer.

Belleville, Ill., May 1.—Old wheat is all sold, and there is very little corn here. None moving. Oats all sold.—Schlinger Grain Co.

Bolivia, Ill.—Business dull at present. Farmers are bullish and talk of \$2 corn, holding tight.—M. M. Spangler, Bolivia Farmers Elevator Co.

Auburn, Ill., May 2.—There is no grain moving from the farms as the corn is all being fed to the stock.—Auburn Roller Milling Co., G. P. Harris, mgr.

Clinton, Ill., May 6.—Business has been steady right along, excepting the last 5 days. Our 12 elevators are receiving grain from farmers regularly.—Loftus H. Ward, Harrison & Co.

Chicago, Ill.—During the recent sharp break in the Chicago market considerable corn was sold to go back to the country. Evidently the farmers think the price of corn is too low now and that decided advances will be registered soon. Probably they base their opinion on the fact that the east is in the market for corn and that by July 1 it is predicted that stocks of corn in the East will be down to bed-rock.—W. K. Mitchell of Harris, Winthrop & Co.

## INDIANA.

Evansville, Ind., May 3.—Last year's crop of corn is being marketed.—Jacob L. Taylor.

Cortland, Ind., May 3.—There is no grain moving.—C. C. Tinder, mgr., Cortland Elevator Co.

## Exports of Grain Weekly, Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'18-19.	'17-18.	'18-19.	'17-18.	'18-19.	'17-18.
Jan. 4.....	3,600	2,191	61	177	2,198	1,966
Jan. 11.....	4,404	1,805	104	1	3,206	2,134
Jan. 18.....	5,013	2,109	119	175	3,100	1,728
Jan. 25.....	3,661	1,683	113	37	3,155	795
Feb. 1.....	1,884	1,568	28	10	558	1,708
Feb. 8.....	2,947	1,037	418	514	840	1,605
Feb. 15.....	5,684	950	120	353	1,315	1,350
Feb. 22.....	3,209	675	37	108	1,298	1,499
Mar. 1.....	3,914	1,232	119	93	351	1,812
Mar. 8.....	1,543	1,172	59	.....	1,261	968
Mar. 15.....	2,152	844	17	891	479	1,706
Mar. 22.....	3,840	855	253	1,036	1,022	2,410
Mar. 29.....	6,278	1,157	11	1,421	741	1,309
Apr. 5.....	5,172	1,251	132	1,218	176	1,059
Apr. 12.....	5,765	994	37	2,109	634	3,364
Apr. 19.....	6,326	910	24	547	357	3,327
Apr. 26.....	7,401	1,278	62	955	497	3,551
May 3.....	5,865	719	53	705	778	2,750
Total since						
July 1 1918	150,326	107,179	8,361	20,587	83,732	106,883

Hammond, Ill.—Farmers largely working in fields. No grain moving.—Earl R. Evans, Bunyon & Evans.

Culver, Ind., May 2.—We are receiving no wheat or corn and very little oats. We have to ship in feed to supply the demand.—Culver City Grain & Coal Co.

## IOWA.

Fremont, Ia., May 3.—Very little grain moving. Corn is scarce and the oats surplus is light.—J. E. Kennel.

Adair, Ia., May 5.—There is no grain moving as the roads are in bad condition on account of heavy rainfall.—John Doss, agt. Davenport. Elvtr. Co.

Allison, Ia., May 2.—About 10,000 bus. of corn in the farmers hands of the 1918 crop and 12½% of the oats are still unmarketed.—Farmers Co-operative Elevator Co., J. H. Reiber, mgr.

Beaconsfield, Ia., May 1.—There is practically nothing doing in the elevator business this spring except selling some feed to farmers. Oats, wheat and corn were all shipped out last fall. The corn crop was almost a failure.—O. A. Talbot Co.

Aurelia, Ia., May 1.—About 15% of oats is in farmers' hands. Corn about all marketed, mostly in hogs. No grain moving.—C. E. Balluff, mgr. Farmers Elevator Co.

Long Grove, Ia., May 6.—There is quite a lot of grain to be moved yet, but the unfavorable weather makes the farmer afraid to sell until he knows what the new crop will be.—E. H. Anschutz, mgr. Merchants Elevator Co.

## KANSAS.

Canada, Kan., May 5.—The old crop is all marketed.—Seibert Bros.

Ackerland, Kan., May 5.—Grain all out of farmers hands here.—S. H. Hill, agent Casebier Elevator Co.

Monmouth, Kan., Apr. 30.—There is very little grain in the hands of the farmers.—H. F. Jacobs, mgr. Farmers Union Elevator.

Byers, Kan., May 3.—Wheat movement all over with until the new crop is ready for market.—Byers Equity Exchange, C. D. Moore, mgr.

## MICHIGAN.

Lansing, Mich., May 3.—The total number of bus. of wheat marketed by farmers in April, at 120 flouring mills was 54,998 and at 70 elevators and to grain dealers 12,818, a total of 67,816 bus. The estimated total number of bus. of wheat marketed in the past 9 months is 5,000,000 and the quantity remaining in farmers hands, after deducting 3,000,000 bus. used for seed and home consumption, is about 2,000,000 bus. yet to be marketed. A report from 120 mills, elevators, and grain dealers show no wheat marketed in April.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Le Sueur, Minn., Apr. 28.—Wheat nearly all sold.—Farmers Grain & Milling Co.

## NEBRASKA.

Cadams, Neb., May 6.—Grain is being shipped in and sold to the farmers.—Agt. Nye Schneider Fowler Co.

## OHIO.

Laura, O., May 7.—Old wheat and corn about all sold. Small amount of oats yet in farmers hands.—Henderson & Coppock.

## OREGON.

Astoria, Ore., Apr. 26.—The Food Administration has ordered that the 100,000-bus. wheat, which has been stored here for foreign shipment, be removed to the flour mills in Minneapolis to be ground into flour.

## WISCONSIN.

Bangor, Wis., May 5.—Barley and oats are not moving much. Farmers feed most of it. Page Bros.

Burlington, Wis., May 3.—Very little grain moving. Wheat about all cleaned up.—Burlington Feed Co.

## Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,821,751	127,288	2,693,123	83,300
Chicago	1,137,000	298,000	4,710,000	198,000
Cincinnati	82,775	27,950	81,700	8,000
Ft. William	2,763,655	2,772,569	9,991,473	5,471,100
Indianapolis	16,250	97,500	6,250	1,200
New York	4,213,200	5,610,585	5,610,585	5,610,585
Omaha	198,000	2,462,400	454,800	543,600
Philadelphia	4,054,073	436,947	4,097,609	391,600
St. Louis	1,336,883	423,887	565,730	384,000
Toledo	468,360	58,400	475,870	169,900
Wichita	308,100	240,000	97,000	...
Kansas City	11,588,400	410,400	3,609,900	311,800
Duluth	137,695	112,240	11,948,888	370,200
New Orleans	...	...	1,506,428	706,100
Galveston	...	...	588,668	...
Winnipeg	5,209,925	5,279,750	...	...
Minneapolis	5,534,870	3,937,900	6,311,410	788,400
San Francisco, tons	14,107	5,041	...	...
Milwaukee	211,720	40,300	260,707	287,700

## Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	523,890	814,463	5,300	274,400
Chicago	6,140,000	8,493,000	1,715,000	2,323,000
Cincinnati	344,500	254,100	315,700	84,000
Duluth	...	...	...	...
Indianapolis	2,568,750	1,702,500	960,250	291,200
Kansas City	1,850,000	2,036,250	8,314,500	3,116,200
Minneapolis	256,600	1,445,480	180,490	906,000
New York	46,200	...	41,371	...
Omaha	1,843,800	2,084,600	4,883,200	5,097,400
Philadelphia	248,956	713,138	177,928	401,000
Galveston	...	...	...	1,418,000
St. Louis	2,214,855	2,799,862	1,469,030	2,653,600
San Francisco, tons	1,510	776	...	...
Toledo	98,600	181,800	30,980	121,600
Wichita	66,000	249,000	14,000	18,000
New Orleans	...	...	88,968	2,760,500
Milwaukee	443,310	901,400	167,380	1,082,900

## Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	189,096	3,450,210	...	1,812,700
Chicago	5,537,000	13,606,000	5,138,000	10,736,000
Cincinnati	388,800	374,400	236,800	116,800
Duluth	20,535	153,290	2,545	69,200
Ft. William	85,701	9,439	159,304	57,100
Indianapolis	1,162,800	1,800,000	225,000	541,800
Kansas City	1,482,100	965,600	1,129,500	1,015,500
Minneapolis	1,591,240	3,046,140	1,198,340	4,829,400
New York	1,601,000	...	981,514	...
Omaha	1,660,000	1,734,000	3,156,000	2,596,000
Philadelphia	875,361	2,519,364	362,765	976,100
St. Louis	3,324,000	4,190,510	2,589,330	3,557,400
San Francisco, tons	610	1,738	...	...
Toledo	846,608	584,000	588,900	390,800
Winnipeg	2,075,700	5,865,300	...	...
Wichita	52,500	10,100	27,000	6,000
New Orleans	...	...	324,819	819,700
Milwaukee	1,027,470	2,376,730	961,915	1,684,600

## Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	85,371	1,701	...	9,900
Chicago	1,192,000	234,000	2,855,000	122,000
Cincinnati	31,000	46,200	29,700	8,600
Duluth	1,764,093	5,340	2,450,450	2,900
Ft. William	85,701	9,439	159,304	57,100
Indianapolis	20,000	38,750	17,500	15,000
Kansas City	60,000	50,600	96,800	69,300
Minneapolis	3,709,100	1,229,180	3,529,250	689,400
New York	956,250	...	379,042	...
Omaha	178,200	72,600	64,900	56,100
Philadelphia	1,442,475	135,016	1,367,308	...
St. Louis	22,000	44,663	40,740	6,900
Toledo	98,400	35,200	96,680	32,500
Winnipeg	109,000	54,000	...	...
Wichita	10,000	1,000	8,000	1,000
New Orleans	...	...	...	15,000
Milwaukee	517,050	73,950	1,271,560	67,100

## Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	85,371	1,701	...	9,900
Chicago	3,586,000	1,198,000	1,484,000	592,000
Cincinnati	77,500	...	...	...
Duluth	14,394	242,906	396,666	96,033
Ft. William	1,049,962	880,703	1,197,829	895,036
Kansas City	96,000	63,000	113,100	61,300
Minneapolis	3,709,100	1,229,180	3,529,250	689,400
New York	781,050	...	657,259	...
Omaha	199,800	252,000	90,600	201,600
Philadelphia	4,782	30,781	526,895	30,492
Galveston	...	...	163,333	581,675
St. Louis	57,000	100,855	22,140	129,510
San Francisco, tons	8,879	5,276	...	...
Toledo	16,200	471,500	16,950	...
Winnipeg	5,209,925	5,279,750	...	...
Wichita	4,000	...	...	...
New Orleans	...	...	93,333	2,483,008
Indianapolis	11,250	...	...	...
Milwaukee	1,880,860	489,600	753,990	175,020



## Plans for Wheat Control.

Several alternative plans to cover varying estimates as to the 1919 wheat crop and at the same time protect the interests of both producer and consumer were considered recently at the four-day conferences of executives of the Grain Corporation with Julius Barnes, United States Wheat Director. Mr. Barnes said: "Crop indications are that wheat will be traded in at the government fair price basis, but if not, any readjustment of price to protect consumers of flour can most readily be made through the flour manufacturing facilities under proper safeguards. "It was also recognized at the conference that it was imperative that the re-sale price below the government fair price basis should be reflected to the bread consumer. Another possibility taken into consideration was that

crop developments may be such that wheat may be traded in above the government fair price basis, in which case the Wheat Director would not be an influence in the market as there was no maximum price policy determined by Congress."

The personnel of the Grain Corporation follows:

Board of Directors: Herbert Hoover, Chairman, Watson S. Moore, Gates W. McGarrah, Julius H. Barnes, Frank G. Crowell, Darwin P. Kingsley and J. W. Shorthill.

Officers: Julius H. Barnes, President; Frank G. Crowell, Vice-President; Watson S. Moore, Secretary; Gates W. McGarrah, Treasurer; Edwin P. Shattuck, Chief Counsel; Second Vice-Presidents—M. H. Houser of Portland, C. B. Fox of New Orleans, H. D. Irwin of Philadelphia, P. H. Ginder of Duluth,

Frank L. Carey of Minneapolis, George S. Jackson of Baltimore, Howard B. Jackson of Chicago, Charles Kennedy of Buffalo, W. A. Starr of San Francisco, D. F. Piazek of Kansas City, and E. F. Newing of Galveston.

## Julius H. Barnes' Address at Chicago.

Trading on the Chicago Board was adjourned from 12:10 to 12:30 on May 6 to permit the members to hear Julius H. Barnes, wheat director.

Mr. Barnes eulogized the work of the American Food Relief in Europe.

"If we find that the flour trade does not readjust itself within the next week or ten days we must return to the methods of 1917 and put on the distribution measures we then found effective, allowing millers to carry stocks for only 30 days' distribution. But that is a measure we do not want to take.

"There is no business which speaks so loudly of our national honesty as these trading exchanges of ours, but the very power possessed by these exchanges imposes upon us a responsibility to see that it is not abused.

"As long as values recorded on these exchanges reflect the legitimate play of supply and demand and thereby reach as nearly as possible the value of foods in which future trading is permitted, there is little question of interfering with the functions of the exchanges. It is only when the means for readily reflecting the varying shades of trade opinion become used to such an extent that those values reflect only the play of speculation—a speculation ceasing to respond to the dictates of the law of supply and demand—that the time will come to call a halt.

"Food values today must not be measured by bushels and barrels and dollars, but in terms of human life. Czecho Slovakia, an island of sanity in an ocean of crazed civil warfare, is being maintained only by the food supplies which are sent to it across the Atlantic from this country. So, too, is Jugo Slavia. Poland looks to us with affection and confidence for the very food to keep its people alive. Had Russia held to its duty and to its senses the present glorious opportunity of America might never have been so spectacular."

Mr. Barnes said he favored freedom, and that instead of controlling the wheat trade by regulations, he preferred to accomplish the same ends by trade agreements.

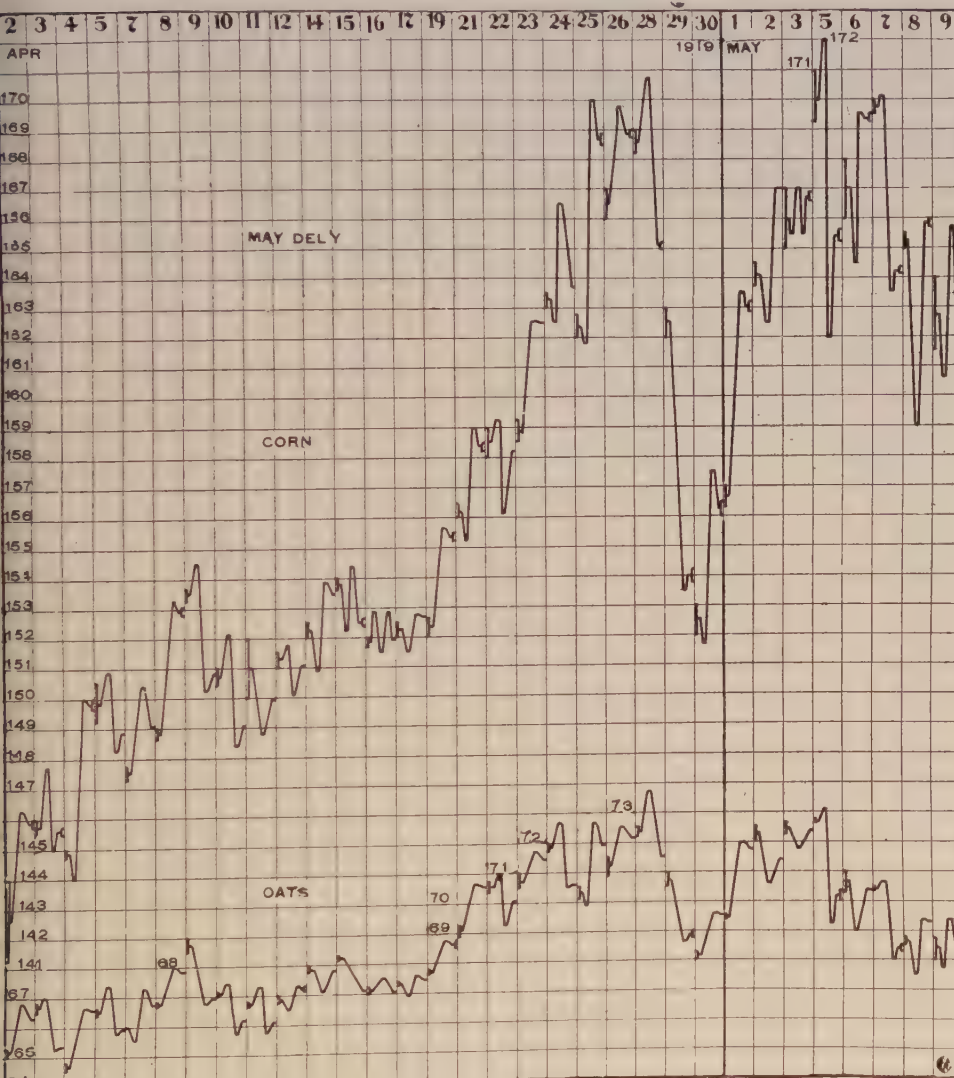
"On May 13, a week from today, the advisory board will be in New York. We shall, then, discuss the details of these trade agreements, and I hope there will be the fullest opportunity possible to every one engaged in the trade to secure the benefit of his participation. But when that time comes, a momentous decision must be made. There must be somebody to take the responsibility. When that time comes, whatever the decision we may reach, I hope I can count on your support no matter whether you agree with that decision or not."

TO GET OVER THE TOP, read the Grain Dealers Journal.—John V. Sturmer, Curtiss, Wis.

MILLS in the Chicago district are in receipt of questionnaires from the food administration on which they are to report as of May 3 in regard to the following: Quantity of wheat on hand and contracted for on that date; quantities that could be secured outside terminals; how much they milled during the last eight weeks and how much they would require at the average rate until July 1, 1919.

THE COMMISSION for Relief in Belgium will cease operations May 1, according to an announcement by the American Relief Commission, as the people of Belgium desire to stand on their own feet and work out their own salvation without the aid of charity. Since war began, the Commission has shipped more than 5,000,000 tons of food costing over \$750,000,000. Nine hundred and fifty full cargoes were shipped from the United States alone.

## Opening, High, Low and Close at Chicago Since April 1.



## Daily Closing Prices.

The daily closing prices for oats and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY OATS.											
	April 25.	April 26.	April 28.	April 29.	April 30.	May 1.	May 2.	May 3.	May 5.	May 6.	May 7.
Chicago	71 1/8	72 1/8	71 1/8	68 3/4	69 1/2	71 3/4	71 1/2	72 3/4	70	70 3/4	68 1/4
Minneapolis	71	71 1/4	70 3/4	68 3/4	69 1/2	70	70 1/4	70 3/4	68 3/4	69 1/4	67 1/4
St. Louis	72	71 3/4	71 1/8	69	69 1/2	71	72	72 1/2	71	70	68 1/2
Kansas City	72 1/2	71 7/8	71 3/8	68	69	71 1/2	71 1/4	71 3/4	69 1/2	69 1/2	67 3/4
Waukegan	71 7/8	72 1/2	71 3/4	68 3/4	69 1/2	71 3/4	71 1/2	72 3/4	70 3/4	70 3/4	68 3/4
Minneapolis	78 3/4	78 3/4	77 3/4	74 3/4	75 3/4	76 3/4	77	77 3/4	76 3/4	77 1/4	75 3/4
JULY CORN.											
	April 25.	April 26.	April 28.	April 29.	April 30.	May 1.	May 2.	May 3.	May 5.	May 6.	May 7.
Chicago	168 1/2	168 3/4	165	153 3/4	156	162 7/8	165 1/2	168 3/4	165 1/4	169 1/4	164 1/4
St. Louis	169 1/4	170	165 3/4	154 1/4	157 3/4	164 3/4	167 1/2	169 3/4	167 1/2	171	166 1/2
Kansas City	170 1/2	170 3/4	167 1/2	155	157 3/4	165 1/2	168	170 1/4	167 3/4	170 3/4	166 1/2
Waukegan	168 3/4	168 3/4	165 3/4	154	156 1/2	163	165 3/4	168 3/4	165 1/2	169 1/4	164 1/4



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Winnipeg, Man., May 5.—It is estimated that up to May 3 60% of the seeding at Manitoba and western points had been completed. The acreage here will exceed 3,000,000 bus. this year, the same in Alberta and 9,000,000 in Saskatchewan.—B.

Toronto, Ont., May 1.—With the exceptions of some lowlands and poorly drained soil the crops have withstood the winter exposures well. The fear that the early April freezes would do much damage has been dispelled by later reports. Winter rye has come thru nicely.—Ontario Department of Agriculture, W. O. Galloway, director.

### GEORGIA.

Augusta, Ga., May 3.—Farm acreage will be considerably reduced in Georgia this year.—N. L. Willett Seed Co.

### ILLINOIS.

Alexis, Ill., May 5.—Small grain fine. Corn is poor and slow.—A. H. Graham.

Biggs, Ill., May 3.—Wheat looks fine and a very large acreage was seeded.—E. B. Coats.

Atlanta, Ill., May 5.—Wheat crops look fine. Farmers are all done plowing for corn.—J. H. Hawes.

Carlinville, Ill., May 2.—Crops look fine. Farmers are seeding corn. Oats look good.—A. C. Brown.

Hutsonville, Ill., Apr. 25.—Crop prospects are fine. Had a light freeze last night.—Hurst Bros. & McNutt.

Jacksonville, Ill., May 5.—We have had lots of rain. Wheat is looking good, but oats is poor.—F. J. Blackburn.

Lynn Center, Ill.—Farmers ready to plant as soon as weather permits.—N. H. Swanson, Swanson & Anderson.

Tiskilwa, Ill., May 5.—Crop prospects are fine for all small grain. Lots of rain. Corn planting slow.—H. C. Curtis.

Amboy, Ill., May 1.—Everybody seems ready to handle the 1919 crop, which looks like a big one.—C. A. Fenstemaker.

Bristol, Ill., May 2.—Small grain looks fine. No corn planted to date. Plenty of rainfall.—Bristol Farmers Elvtr. Co.

Fidelity, Ill., Apr. 26.—Best wheat crop ever. Pretty dry for oats and pasture. Lots of corn planted.—Fidelity Co-operative Co.

Belleville, Ill., May 1.—Our growing wheat crop is 100% stand. The good rains we have had the last three days are good for the wheat.—Schlinger Grain Co.

LeRoy, Ill., Apr. 30.—We had a fine rain during the last two days which is very beneficial to wheat and oats, and will also put corn ground in fine condition for planting.—J. B. Woodin.

Oldham, Ill.—In Southern Christian County and North Montgomery County no wheat will be abandoned. Acreage 60% above 1918 and 100% above normal; 95% of corn plowing done.—M. Q. Virden, Jas. F. Umpleby.

Callaway sta. (Taylorville p. o.), Ill., May 3.—There is a large acreage of wheat and it is looking fine. Oats also in good condition. Corn is being planted. The ground is in fine condition.—E. A. O'Brien, mgr. for Twist Bros.

Auburn, Ill., May 2.—Wheat prospects could not be better than at the present writing. Farmers are beginning to plant corn. The acreage will be cut short owing to the increased wheat acreage.—Auburn Roller Milling Co., G. P. Harris, mgr.

Springfield, Ill., May 7.—Planting and plowing for corn was delayed generally as a result of frequent rains, and in some areas heavy rains prevented any work of this nature. Winter wheat continues in excellent condition; and spring wheat, oats, meadows and pastures continue in good shape. These crops were benefited by the rains, but the weekly progress has been only average, and warm, dry weather is

now needed. Winter wheat is turning brown in a few places. There has been ample rain now in nearly all counties.—Clarence J. Root.

Champaign, Ill., April 28.—Oats are quite wilted from the recent frosts and wouldn't be surprised to hear considerable damage reports coming in the first of the week. Personally, I don't believe it will prove of much damage. Farmers are all busy in their corn ground at present.—E. C. Flanagan.

Chicago, Ill., May 5.—A newspaper published in Porter County, Ind., reports that samples of wheat from there have been declared infected with the Australian fungus disease "Take-all," by the Indiana University. Two fields are reported entirely destroyed. Similar conditions are reported from Madison County, Ill.—Bartlett-Frazier Co.

Peoria, Ill., May 6.—I purposely took the observation car from St. Louis to Peoria in order to look at the grain fields. If any deterioration has taken place in the growing wheat plant it is not visible to the naked eye. The condition looks perfect. Oats look surprisingly well, their condition equaling that of wheat. The corn land now under preparation or already prepared for seeding could not be improved upon.—T. C. Taylor, sec'y Seele Bros. Grain Co., St. Louis, Mo.

Chicago, Ill., May 21.—The average wheat condition for the country is 99.6%, which is .2 below the government report for a month ago and .1% above our report last month. The abandoned acreage is the lowest on record. The acreage remaining for harvest is 49,073,000, 1/3 more than last year and 1/5 more than the largest acreage. The 3 states of big acreage show very little change in the amount seeded and contemplated. Oats acreage on the whole may show a small decrease, our reports indicate about 4% or less. Corn acreage will be increased in the cotton belt. A combined crop of 1,200,000,000 bus. of wheat, which based on post war conditions would leave about 550,000,000 bus. for the government to handle for the export trade.—P. S. Goodman, of Clement, Curtis & Co.

Chicago, Ill., May 1.—The winter killed wheat acreage is only eight-tenths of one per cent, or the smallest on record, amounting to only 398,000 acres, and leaving an acreage standing for harvest of 48,863,000 acres. The condition of the crop remains high at 94.4 against 95.8 on Apr. 1 and indicates a crop possibility of fully 836,000,000 bus. Weather and moisture conditions have been ideal except in central and southern Illinois and in Missouri, and early growth is sturdy and in some cases rank. Latest reports, however, indicate some apparent lowering of vigor over considerable areas in Ohio, Indiana, Illinois and to a less extent on the North Pacific Coast which is not reflected in the condition figures. Complaints of yellowing of the plant are noted, which may be the result of cold rain accompanied by lack of sunshine, but they are widespread enough to suggest the possibility of conditions less readily corrected. Spring wheat seeding is much delayed and the acreage will be materially less than was originally intended. The season is becoming decidedly late and the percentage of spring planting accomplished on May 1 is materially below normal. Oats seeding was late, and corn planting in its turn will probably be delayed by the combined influence of a late season and a shortage in farm labor.—The Snow-Bartlett-Frazier Crop Report.

### INDIANA.

Cortland, Ind.—Wheat looks fine.—C. C. Tindler, mgr. Cortland Elvtr. Co.

Bremen, Ind., May 2.—Wheat acreage is large. Some fields are spotted. Corn planting will be late on account of wet weather. Some farmers have not plowed any yet.—Kraus & Apfelbaum.

Germantown, Ind.—The growing wheat is unusually large for this time of the year, which would indicate an early harvest. The plant is turning yellow near the ground. More sunshine and warmer weather would be beneficial to the crop.—Frank McKee.

Evansville, Ind., May 3.—Prospects are good for a record wheat crop and harvest will be at least two weeks earlier than last. Corn is being planted and with exception of the recent rains the weather has been favorable for seeding. Seed corn is much better than last year and all indications are for a good crop. Last year's crop was about 1/2 normal. Moisture test shows about 15% and most all grades 2

and 3. Altho this is not an oats producing district, it looks as if we would have a better crop than usual.—Jacob L. Taylor.

Goshen, Ind., May 3.—We had a frost a few nights ago which farmers fear has done some damage to the growing wheat. We are hopeful, however, that their fears are groundless and that no damage has been done. This wet weather continues, however, it is a dead certainty that we shall have more straw and less wheat than we had hoped for. It is useless to borrow trouble, however, and we are in hopes that the weather from now will be more seasonable and farmers will be able to get to work.—F. E. C. Hawks, Goshen Milling Co.

### IOWA.

Beaconsfield, Ia., May 1.—Wheat and grain look great now.—O. A. Talbott Co.

Anita, Ia., May 3.—Lots of rain here. Plowing is behind. Small grain looks good.—N. Millhollin, agt. Kunz Grain Co.

Auburn, Ia., May 1.—Oats are looking good. Too much cloudy, rainy weather for farmers to plow for corn.—E. P. Meyer, mgr. Farmer's Grain Co.

Fremont, Ia., May 3.—Wheat and oats look good. Farming is at a standstill owing to excessive rains. Very little plowing for corn has been done.—J. E. Kennel.

Adair, Ia., May 5.—Small grain looks good. Pastures are fine. Farmers are behind in their corn planting, due to the heavy rains.—John Doss, agt. Davenport Elvtr. Co.

Cambridge, Ia., May 2.—The weather for the last two weeks has been rainy and cold, with very little plowing done for corn. Small grain pastures and meadows look good.—E. S. Flickinger, mgr. Central Iowa Grain Co.

Bristow, Ia., May 8.—Weather here is cold with lots of rain. Some oats rotting in the field and corn planting not started. No corn to be sold and very little oats in farmers' hands.—S. Young, agt. Farmers Elvtr. Co.

Allison, Ia., May 2.—Oats seeding is practically over with, acreage 15 to 20% below that of last year. Corn planting will be in great rush the last of this week and next if weather is favorable. About the same corn acreage as last year.—Farmers Co-operative Elvtr. Co., J. H. Reiber, mgr.

Aurelia, Ia., May 1.—Spring has been very backward and farm work has been delayed. There is an average acreage of small grain but no wheat. Oats and barley look spotted. No corn planted yet. Some plowing for corn yet to be done. Labor is scarce and high.—C. E. Balluff, mgr. Farmers Elvtr. Co.

Long Grove, Ia., May 6.—Crop conditions are very bad. Wheat is getting yellow and in some places there is only half the stand there was two weeks ago. Weather is too cold and wet. We had only three clear days in April and have had heavy rains ever since the first of May. Barley and oats have not grown as well as the past three weeks and are also yellow in color. Under the most favorable conditions there will be no corn planted before the 15th of May and fully 50% will not be planted until June, as the farmers are so far behind in their work due to bad weather and lack of help. This is the first time in 14 years that there has been no corn planted at this date, and usually the 6th of May finds about a third of the corn in the ground. That famous little song, "Let a Little Sunshine In," is the song of the hour here. Let us all join in the chorus.—E. H. Anschutz, mgr. Merchants Elvtr. Co.

### KANSAS.

Haviland, Kan., Apr. 28.—Wheat is promising a bumper crop.

Alexander, Kan., May 1.—Wheat is late here.—F. U. Mills, mgr., Farmers Union.

Cedar, Kan., May 5.—Last year's crop is about all shipped out.—R. E. Anderson.

Albert, Kan., May 5.—There is a good showing for a good crop this year.—Farmers Mill & Elvtr. Co.

Cedar Point, Kan., May 2.—I have 500 acres of wheat seeded and it is looking fine.—J. L. Wilkin.

Cedar, Kan., May 5.—Prospects for a wheat crop in this vicinity are 100% at present.—R. E. Anderson.

Brownspur, Kan., May 5.—Crop prospects are not the best. Some of the wheat is yellow and is making a very poor growth, much of it being spindly. A good many worms are found at the roots. The wet, cold, backward spring ma-



responsible for the yellow wheat, but we are of the opinion that something is working it.—Farmers Elvtr. Co., A. E. Wooldridge, mgr.

Black Wolf, Kan., May 5.—Crop prospects good here.—Black Wolf Grain & Supply Co., A. McMahan, mgr.

Byers, Kan., May 3.—Wheat crops fine and prospects are for a big crop.—Byers Realty Exchange, C. D. Moore, mgr.

Cackerland, Kan., May 5.—Wheat prospects good and acreage large. Oats and corn acreage small.—S. H. Hill, agent Casebier Elvtr.

Canada, Kan., May 5.—The crops never looked more promising in this section. Harvest will be about two weeks earlier.—Siebert & Co.

Altamont, Kan., May 3.—Large wheat acreage. It is looking fine and prospects are for a big crop.—J. H. Ware, mgr. Farmers Co-operative Elvtr. Co.

Asherville, Kan., May 5.—A very large acreage of wheat put in last fall. Heavy yield prospects were never before as good on May 1. H. F. Baker, Asherville Grain Co.

Monmouth, Kan., Apr. 30.—Wheat in the fields is looking fine, with a few exceptions, and farmers are looking forward to a record crop.—H. F. Jacobs, mgr. Farmers Union Elvtr.

Jays City, Kan., May 2.—Wheat prospects the best in this part of the state in the history of the country, and conditions have been favorable for planting corn and forage crops.—W. J. Madden.

Kates Center, Kan., Apr. 23.—The wheat crop is in excellent condition. No damage reports. The acreage is 2 or 3 times that of last year, which showed a 50% increase over the previous year. Oats is showing a fair growth and corn is being planted under suitable conditions.—Woodson County Grain Co., H. J. Neil.

Lebanon, Kan., May 2.—Wheat never was as good as this spring and Smith County never had in as large an acreage as this year. Corn planting would be going on at a pretty good pace if it were not so wet, but each day is helping and farmers will be in the fields by next week.—C. M. Isom, sec'y & treas., Lebanon Mill & Elvtr. Co.

Ellsworth, Kan., Apr. 25.—I have just returned from a trip to Oklahoma City, where I have been attending a meeting of the Tri-State Board of Appeals. Never saw wheat looking better than it does at present. Just south of Oklahoma City they tell me the wheat is already commencing to head. Conditions look really well throughout the state of Kansas, and the present prospects I consider that 200,000,000 bus. for the state is a conservative estimate. J. Work, pres. and treas. The Ellsworth Mill Elvtr. Co.

## MICHIGAN.

Bangor, Mich., May 2.—Wheat prospects 100% of normal. Acreage 120%.—Bangor Elvtr.

Lansing, Mich., May 3.—The condition of wheat in the state is 98 and on Apr. 1 it was 95. One year ago it was 57. Less than 1% of the wheat has been killed by the winter or other causes. The condition of rye is 96 and a year ago it was 76. The acreage of oats grown or that will be sown compared with last year is 96. The estimated acreage of spring wheat in the state is 52,085 acres.—Coleman Vaughan, sec'y of state.

## MINNESOTA.

Le Sueur, Minn., Apr. 28.—Wet weather is a drawback for wheat seeding.—Farmers Grain & Elvtr. Co.

Big Stone City, Minn.—(Big Stone p. o.), S. May 3.—Crop conditions are good.—Gold & Co.

Ashby, Minn., May 3.—Wheat seeding is completed, but no flax has been seeded.—H. Robinson, mgr. Ashby Farmers Elvtr. Co.

Argyle, Minn., May 3.—Soil conditions are good in this vicinity and wheat seeding is nearly completed.—A. A. B., mgr. Farmers & Merchants Elvtr. Co.

Blomming Prairie, Minn., May 2.—Spring work progressing very slowly owing to the cold weather.—Farmers Elvtr. Co., J. R. Edmond, mgr.

Witchfield, Minn., Apr. 29.—The seeding is 2 to 3 weeks later than usual, which will cut down the wheat acreage about 15%. Rye is in good condition. It has a good even stand.—

E. E. Evanson, mgr. Farmers Independent Elvtr. Co.

Lewisville, Minn., Apr. 21.—Seeding is slow work here as there is too much moisture. For three weeks the roads have been impassable. I expect the wheat crop to be cut down 10%.—F. Chard, agt. C. S. Christensen Co.

Minneapolis, Minn., May 7.—The Northwest has had variable weather during the past week. On several days the temperature was low, and considerable rain and snow have fallen. The moisture has again delayed seeding, but farmers are working at every opportunity. We are still receiving complaints from a number of localities of the shortage of labor. Practically all wheat is seeded in South Dakota and in the southern half of Minnesota. Northern Minnesota and the Red River Valley have about 75% completed, and in central North Dakota about 60%; while the western part of the state is less. In this section there was but little fall plowing, and because of the moisture, spring plowing has been delayed. There is talk of wheat being seeded in this section as late as May 20th, but if the growing conditions are not ideal, it is liable to be caught by frost, or hot winds. Unless weather conditions improve the wheat acreage in this section will be reduced from last year. In eastern Montana rains have also delayed work and about 40 to 50% of the wheat is seeded. In the central and western parts of the state from 75 to 90% is done. Throughout the Northwest with very few exceptions there is sufficient moisture to germinate the seed. The recent rains and snows have been very beneficial to grain in the ground. In Southern Minnesota and South Dakota an increase of corn is predicted, and a decrease in barley. In Western North Dakota many farmers intend seeding flax, if they are not able to put in wheat. The rye crop is in excellent shape throughout the territory. Pastures are green, and indications are that there will be a good crop of hay.—The Van Dusen Harrington Co.

## MONTANA.

Barber, Mont., Apr. 30.—Seeding is pretty well finished here. Crops look good altho it is rather dry.—L. W. Marquardt, agt. Columbia Elvtr. Co.

Wilsall, Mont., Apr. 29.—Crop indications are mighty good. The acreage is about normal. Spring wheat scarce. Weather fine.—V. E. Quinzy, mgr. Farmers Exchange.

Baker, Mont., May 3.—Seeding is progressing rapidly. There is plenty of moisture, and a good crop is in prospect. The soil is in excellent condition.—H. B. Lee, mgr. Equity Co-operative Ass'n.

Rapelje, Mont., May 3.—Western Montana appears to be deficient in moisture this spring, as there was not the usual amount of snow last winter and there have been no spring rains. Reports are that rain is badly needed.—A. R. T., Star Elvtr. Co.

## NEBRASKA.

Holstein, Neb., Apr. 24.—Wheat is looking fine.—G. L. Fisher.

Adams, Neb., May 5.—Crop prospects are fine here.—C. W. Hackett, mgr. Central Granaries Co.

Aurora, Neb., May 4.—Wheat, oats and barley are fine. There has been plenty of rain.—A. T. Harris, agt. T. B. Hord Grain Co.

Berks (Crete p. o.), Neb., May 4.—Corn planting is a little backward. Wheat looks good with fair prospects.—L. F. M. Horstman.

Anoka, Neb., May 4.—This part of the country is nearly all sold. Prospects are good for next fall.—V. M. Ticknor, mgr. Wm. Krotter Co.

Beaver City, Neb., May 4.—There is very little wheat in the farmers hands. Prospects for wheat are the best in years.—C. E. Coffey, agt. Coffey Grain Co.

Lodge Pole, Neb., Apr. 26.—Conditions of wheat crop is 98% at this time.—Farmers Union Co-operative Grain & Stock Ass'n., A. R. Jameson, Jr., mgr.

Wisner, Neb., Apr. 26.—The crop conditions are fair, the weather not being very favorable on account of too much rain.—Chas. A. Hammer, mgr. Nye-Schneider-Fowler Co.

Arlington, Neb., May 2.—Small grain looking fine. Having plenty of rain. All farmers will be ready for corn planting in about 10 days.—H. L. McKibben, agent Nye-Schneider-Fowler Co.

Byron, Neb., May 3.—We have a storage capacity of 38,000 bus. and with the fine prospects

for the new wheat and oats crops expect extra good business this year.—L. D. Crandall, mgr. Byron Farmers Elvtr. Co.

Cedar Bluffs, Neb., May 2.—Winter and spring wheat and oats in exceptionally fine condition. Lots of rain. Soil thoroughly soaked. Too wet to plow for corn and none is planted.—E. F. Peck, mgr. Farmers Union Co-operative Ass'n.

Cadams, Neb., May 6.—Splendid prospect for a good crop of small grain in this locality. The crop last year was very light. Farmers are behind with work owing to cold, wet weather. Pastures are good.—Agt. Nye Schneider Fowler Co.

## MEXICO.

Clovis, N. M., May 2.—The condition of the wheat in this territory is the best we have ever seen, and there will be a very large acreage of maize, kafir and corn.—Clovis Mill & Elvtr. Co.

## NORTH DAKOTA.

Miles A. Lesch, of Cornland, Ill., just back from Lakota, N. D., where he is putting 450 acres into wheat, says the backward season will prevent the farmers of that state planting more than 75% of the acreage they intended to devote to wheat.

Harlow, N. D., May 5.—Wheat will all be seeded by May 10, the large proportion being durum. Quite a bit of grain will be disced in as there was not much fall plowing done. Rye is growing fine and promises a good crop.—Ing Iverson, agt. Osborne & McMillan Elvtr. Co.

Pillsbury, N. D., May 2.—Wheat seeding is almost completed but have been reduced about 20% on account of the late spring and a bigger acreage of barley and oats will be sown. The ground is in ideal working condition and indications are for a good crop.—Pillsbury Farmers Elvtr. Co., P. C. Dille, mgr.

Millerton, N. D., May 3.—Seeding is late, but well under way now. I never saw the soil in as good condition. Winter rye looks like 95 to 100% at this writing. There is an increase of 25% in durum acreage, 10 to 20% decrease in hard wheat and barley and an increase of flax, oats and corn.—A. R. Negus, mgr. Midland Farmers Co-operative Trading Co.

Mott, N. D., May 1.—Seeding is well under way and soil is in good condition to receive the grain. Early seeding is well up and looks fine. Increase on wheat acreage about 25%, oats and flax about normal. Rye a small increase. Barley 10 to 20% decrease. Farmers are taking more interest in their spring work than ever before. The small tractor is playing a great part in tilling the soil this year and all work is well advanced. There have been light rains within the past 24 hours.—S. T. Madden, mgr. Equity Milling & Power Co.

## OHIO.

Laura, O., May 7.—Wheat and oats are doing fine and corn planting is started.—Henderson & Coppeck.

## OKLAHOMA.

Bison, Okla., May 7.—Our prospects for a wheat crop are 103%. Plenty of moisture and still raining.—Oklahoma Mill Co.

Nowata, Okla., May 2.—The wheat crop never looked better. Oats are a little backward, with a large acreage. We have plenty of moisture.—A. D. Young.

Oklahoma City, Okla., May 1.—The growing condition of wheat is 95%, which is an increase of 1% over last month and 3% over two months ago. The condition on the same date in 1918 was 77%. We have received no reports of damage to the crop. The prospects for a bumper crop were never better at this time of year. Based on an acreage of 3,295,000 acres and the present condition the state should have a yield of 75,000,000 or 80,000,000 bus. The oats acreage shows an increase of 15% over last year, making a total of 1,189,000 acres. The condition is 90%. The corn acreage shows a decrease of 1% of the last year's seeding. The majority of the cotton counties show an increase in corn as well as in oats, which will decrease the cotton acreage.—W. B. Hamlin, Statistician, State Board of Agriculture.

## SOUTH DAKOTA.

Astoria, S. D., May 5.—Seeding is done. Conditions for a good crop are favorable.—Chester A. Chester, agt. Geo. P. Sexauer & Son.

Airmount, S. D., May 6.—Considerable rye sown last fall and crop looks good. Spring work about completed. Some barley and flax to be sown yet. Barley acreage about half last year's acreage.—S. J. Shueson, agt. Airmount Co-op. Elvtr. Co.



## TEXAS.

Baird, Tex., May 3.—Crop prospects were never better at this time of year.—McGowen Bros.

Abbott, Tex., May 3.—Grain crops are fine. Am looking forward to a good business this year.—Dawson Bros.

Medicine Mound, Tex., Apr. 28.—The wheat crop is very promising at this date. We have just had a fine rain.—J. L. Tidmore, agt. Kell Elvtr. Co.

Crowell, Tex., Apr. 29.—Wheat prospects fine. Plenty of moisture. If present conditions continue, a bumper crop will be harvested. Threshing will commence about July 1.—T. L. Hughston.

Bartlett, Tex., May 3.—Grain is fine here, especially oats. Wheat is generally good, except in some localities where rust has done considerable damage. Harvesting will be on in two weeks.—W. T. Cox.

Chicago, Ill., May 1.—In Eastern New Mexico and the Texas Panhandle wheat is about 10 inches high, has a good color and is growing rapidly, due to the recent warm weather which has been as high as 86°. The ground is in good condition for planting milo maize, kaffir corn and feterita, but it is a little early for safe planting. The grass is further advanced than it was last June. Prospects are good and a large wheat and oats crop is expected. In the West Central, Northern and North-Western parts of the state the weather has been dry and warm and the wheat is beginning to head in some localities. Early rains delayed corn planting but the recent weather has been favorable. Cotton planting has been slow. Milo maize, kaffir corn, is in fine condition. In the Eastern Central and Northern Central sections wheat is 2 ft. high and is starting to head. Corn has been planted and is doing fine. Forage crops are in good condition.—S. H. Johnson, freight traffic mgr. Rock Island Lines.

## WISCONSIN.

Bangor, Wis., May 5.—Wheat and oats practically all in.—Page Bros.

Burlington, Wis., May 3.—Seeding very late. A lot of grain sowed in May.—Burlington Feed Co.

Astoria, Wis., May 1.—The crop prospect is discouraging so far. It is raining every other day.—J. W. Jones.

## Crop Reports Too Late to Classify.

Miami, Okla., May 8.—Wheat is good here.—J. W. Nicely.

Bennington, Okla., May 9.—Grain crops fine. Best prospects ever.—J. W. B. Allen.

Aton, Mont., May 8.—Crops are looking good and there is a large acreage planted, mostly wheat.—Agent Occident Elvtr. Co.

Charlotte, Ia., May 2.—We shipped 3 cars of barley last week. Probably 2 more and a couple of cars of oats.—Charlotte Coal & Grain Co.

Arcadia, Kan., May 8.—Large acreage of wheat looks promising. Too much rain for all crops. Corn is very backward.—W. D. Konantz.

Abernathy, Tex., May 3.—Crop prospects are the finest we have had for a number of years. Wheat acreage is small on account of a dry fall but we expect a bumper crop.—Abernathy Coal & Grain Co.

Bussey, Ia., May 9.—Crops are looking fair. Meadows are in good shape. Fall wheat is looking good. Large acreage of spring wheat but owing to the wet weather oats acreage is only about 50%. No plowing for corn has been done.—H. F. Kester.

Gladbrook, Ia., May 9.—The farmers are plowing on the rolling ground but the low lands are pretty well covered with water. The oats and spring wheat look good. The corn crop will be late owing to the wet weather at this time.—Martin Hicks, rep. W. C. Nicholson Grain Co.

Jefferson City, Mo., May 10.—The condition of wheat in this state is holding close to 101% on the 4,217,500 acres, going toward harvest and indicates a yield of 71,423,000 bus. Six-tenths of 1% is the amount of acreage abandoned, which is the smallest in years. The present acreage is 37% above that of last year with a prospect of a yield 38% above that of 1918. The present condition is the best May condition since 1902 when it was 102 with a final yield of 15.9 bus. per acre. Owing to

heavy fall wheat acreage and the lateness of the season the oats acreage is below last year's seeding. Condition is 83%, stand not good and growth slow, having been too dry.—E. A. Logan and Jewell Mayes, U. S. Bureau of Crop Estimates and State Board of Agriculture.

## Government Crop Report.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Crop Estimates placed the winter wheat area on May 1 to be harvested at about 48,933,000 acres, or 544,000 acres (1.1%) less than the acreage planted last autumn and 12,229,000 acres (33.3%) more than the acreage harvested last year, viz., 36,704,000 acres. The 10-year average per cent of abandonment of planted acreage is 11.9.

The average condition of winter wheat on May 1 was 100.5, compared with 99.8 on April 1, 86.4 on May 1, 1918, and 85.4, the average for the past ten years on May 1. A condition of 100.5 on May 1 is indicative of a yield per acre of approximately 18.4 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 18.4 bus. per acre would produce 899,915,000 bus., or 61.1% more than in 1918, 117.9% more than in 1917, and 87.3% more than in 1916.

Details for winter wheat states follow:

State.	*Acres re- doned.	Per cent to be har- vested.	Condition May 1— 1918.	*Forecast from May 1 con- dition.	*Final esti- mate 1918.
N. Y. ....	0.7	474	98	74	11,148
N. J. ....	1.5	110	96	77	2,270
Pa. ....	5	1,644	101	79	34,039
Del. ....	0	155	98	72	2,811
Md. ....	5	812	98	79	14,880
Va. ....	1.0	1,313	99	98	18,848
W. Va. ....	5	371	103	92	5,922
N. C. ....	1.0	1,015	95	95	11,378
S. C. ....	2.0	2,045	88	90	2,351
Ga. ....	6.0	384	90	90	4,493
Ohio ....	1	2,605	105	83	54,705
Ind. ....	1.0	2,862	100	96	55,809
Ill. ....	1.0	3,219	100	92	65,990
Mich. ....	1.0	987	98	65	20,603
Wis. ....	2.0	101	95	65	2,322
Minn. ....	3.5	71	95	80	1,450
Iowa ....	4	747	103	83	18,851
Mo. ....	6	4,218	101	95	72,423
S. D. ....	5.0	103	97	85	1,998
Neb. ....	3	3,500	101	82	70,700
Kan. ....	4	11,139	103	84	197,339
Ky. ....	1.0	1,046	102	101	15,257
Tenn. ....	1.8	796	97	96	9,883
Ala. ....	2.0	170	91	84	2,011
Miss. ....	5.0	40	90	90	641
Texas ....	3.0	2,046	99	56	33,218
Okla. ....	1	3,586	102	78	54,134
Ark. ....	1.7	350	98	93	4,596
Mont. ....	4.5	673	92	94	14,860
Wyo. ....	4.0	81	97	92	2,043
Colo. ....	1.0	834	102	92	15,312
N. M. ....	5.0	173	105	80	3,996
Ariz. ....	4.5	40	95	80	1,159
Utah ....	5.0	164	96	89	3,464
Nev. ....	5.0	5	97	100	134
Ida. ....	2.0	324	100	98	8,748
Wash. ....	3.0	962	99	90	26,857
Ore. ....	1.5	800	102	98	19,176
Cal. ....	10.0	809	85	81	14,096
U. S. ....	1.1	48,933	100.5	86.4	899,915

\*Three 000 omitted.

The average condition of rye on May 1 was 95.3 compared with 90.6 on April 1, 85.8 on May 1, 1918, and 89.8, the average for the past ten years on May 1. The condition May 1 forecasts a production of about 122,946,000 bushels, compared with 89,103,000, last year's final estimate, and 62,933,000, the 1917 final estimate.

Of spring plowing 72.7% was completed up to May 1, compared with 77.5% on May 1, 1918, and a ten-year average on May 1 of 70.5.

Of spring planting 61.0% was completed up to May 1, compared with 60.8% on May 1, 1918, and a ten-year average on May 1 of 58.1.

TWO THOUSAND TONS of barley will be shipped from the gulf to Antwerp. This is the first time this kind of grain has been shipped to that port in several years.

A PLANT for handling potatoes in bulk will be built at Brandt, S. D., by the Farmers Elevator Co., the contract having been let to the T. E. Ibberson Co. It consists of a warehouse with a capacity of 20,000 bus., and is equipped with machinery for receiving the potatoes from wagons by means of a dump and for delivering them to cars. It will be the best thing of the kind in the state.

## Elevators a la 1919 Mode.

"In the spring, the young man's fancy li-ly turns to thots of love," according to poet; but the grain dealer's serious consid-ation should be turned toward "dolling up" elevator, which has done such faithful vice while we have been "strafing the Kais- in a manner that will enable it to be an sociate of the rest of its kind during brighter, happier days now in prospect, out having to blush for its appearance, the efficiency of its internal "workins."

In general design, all should promote an- tive healthful condition, and above all, a n- mal temperature. There are numerous ty- Either the cylindrical or angular is enti- correct but lines must be straight from h- to boot, corseted shapes being no longer fa- ionable. The stays used are firm being- steel or concrete and must be strong enuf- resist wind or other pressure. Materials u- for draperies must be durable, concrete be- a popular choice. This, it should be ad- should never be built over anything but a- firmest foundation; they must be water- fire proof as slits are entirely passé. E- strips are a valuable aid and steel georg- is in high favor for peekaboos.

Heads are held higher than formerly so- to insure cars being loaded to capacity w- out shoveling.

Contrary to accepted beliefs, the more ea- the heads turn, the more efficient they a- They should be kept cool, well greased a- free from vermin. The headgear should- or a feverish condition and a flu temperat- which is always fatal, is apt to result. F- tion also produces the billiard ball ty- Wheels of wood are no longer tolerat- the head by mutual insurance compan- scorched by experience. While a wooden- is acceptable, concrete and steel are prefer- All litter and unnecessary matter should- eliminated as these are as undesirable in- vators as in humans. Collars should fit, should not be tight enuf to choke.

Legs, the most dangerous michief mak- may be as numerous as those of a centip- and are longer in the newer types. They m- be shapely, but must not be expected to ca- a heavier load than their design warra- They require protection, but this protect- often adds to their dangerous character. T- often cause a rush of grain to the head wh- brings on a blazing temperature. This usu- happens when they are being exercised- most and can least afford to do the hesitat- The only alternative is to get the non-choka- For years, these were unobtainable, but sty- are now forthcoming which more nearl- conform to ideal than any heretofore evolud-

Belts, in some cases, are worn low, usually where they will do the most go- They must not bind, but should fit closely e- so that there is no danger of their catch- on projections or rubbing the legs. Bucket- conveyor types are the most popular. Th- can not function artistically if untidily unev- or crooked.

Elbows should be adjustable and slee- firmly attached.

Reverting to the vogue of a generation- boots should be greased regularly. If ther- any tightness likely to generate heat, they- smelly and inflammation is apt to follow, the resulting temperature is rarely high en- to sear the sole.

Summarizing: An up to date, 1919 mo- should typify strength, sightliness and abo- all efficiency, otherwise it will only clutter- the landscape.

While the color of paint recommended- the adjacent railroad for exterior decorat- may seem inartistic, discretion would seem- dictate the adoption of the shade favor- the owner of the land.

THE PRESIDENT of the Grain Corporation- mits having purchased at least 1,000,000 b- of wheat in Canada. The Canadian price- \$2.24½ per bushel.



## Southwestern Grain Dealers Form League.

The conference of southwestern grain dealers, millers and representatives of interior boards of trade and grain exchanges which was called for April 29 at Kansas City, was held in Hotel Meuehlebach.

C. V. Topping, sec'y of the Southwestern Millers League, stated the purpose for which the conference had been called, and said that F. Piazzek, Kansas City agent of the Food Administration Grain Corporation, had been invited to attend but was prevented by illness from doing so. He said also that Mr. Piazzek had given him to understand the program for the handling of the 1919 wheat crop had been virtually gone into; and that Mr. Barnes had advised him by wire that a conference of the trade and Grain Corporation officials will be held in New York May 13 to consider the matter.

In stating the purposes of the meeting, Mr. Topping said that it had been thought desirable to hold a conference of Southwestern dealers in order that some plan might be formulated and suggested to the Corporation for its guidance in working out the details of a method for handling the 1919 crop. He stated further that as Thad Hoffman, of Wichita, Kan., who had issued the formal call, could not arrive until later in the day it was thought best only to outline the purposes briefly and to permit Mr. Hoffman to explain them more fully when he came.

L. H. Powell, of Wichita, Kan., was elected temporary chairman, and C. V. Topping, sec'y. H. B. Dorsey, Fort Worth, Tex., sec'y Texas Grain Dealers Ass'n, reported a conversation which he had had with Mr. Piazzek earlier in the day, and said that while Mr. Piazzek said nothing definite has been done it is the intention to throw the whole handling of the crop wide open as possible.

U. F. Clemons, Marshall, Okla., pres. of the Oklahoma Grain Dealers Ass'n, and a member of the Grain Trade Advisory Com'te of the Food Administration, explained the work of that com'te, especially as it related to the working out of the rule prescribing on coarse grains a net profit of 3% on annual turn over of \$300,000 or less than 2% on turn over in excess of \$300,000. Mr. Clemons said he has not been able to find out why the fixed margin per bushel of 8c on wheat was announced, but that he understood in the last meeting of the Advisory com'te with the Food Administration no fixed margin per bushel was to be established.

Upon motion of E. J. Smiley, Topeka, Kan., sec'y of the Kansas Grain Dealers' Ass'n, a com'te consisting of C. W. Bleuler, Oklahoma City, Okla.; E. S. Rea, Coffeyville, Kan.; U. F. Clemons, Marshall, Okla.; and C. L. Aller, Omaha, Neb., was appointed to prepare suggestions for submission to the Corporation, and to report back to the conference in the afternoon.

Thad Hoffman having arrived, he was called on to state definitely the purposes of the conference. After touching upon the handling of the 1919 crop, Mr. Hoffman, said the main reason for calling the meeting, as understood by him, was to consider plans for founding a league of southwestern grain dealers, and to form some ass'n of interior grain exchanges. C. J. Smiley: I believe I voice the sentiment of most Kansas country dealers that we feel we can get better service from our state Ass'n than from the Grain Dealers National Ass'n. H. B. Dorsey: I heartily endorse the organization of a southwestern ass'n.

On motion by C. W. Bleuler, a com'te was appointed to draft a plan for the organization of the ass'n or league. This com'te consisted of C. V. Topping; C. L. Aller, Crete, Neb.; E. Humphrey, El Reno, Okla.; W. M. Middle, Enid, Okla.; C. F. Prouty, Oklahoma City, Okla., sec'y Oklahoma Grain Dealers Ass'n; Thad Hoffman and L. H. Powell, Wichita, Kan.; E. J. Smiley Topeka, Kan.;

M. U. Norton, Mexico, Mo., sec'y, and Jesse J. Culp, Warrensburg, Mo., pres., the Missouri Grain Dealers Ass'n; H. B. Dorsey, Fort Worth, Texas.

Adjourned for luncheon.

## Afternoon Session.

Immediately after the conference was called to order by Mr. Powell at 2:30 p. m., the report of the com'te to make recommendations for suggestion to the Grain Corporation was read, and after much discussion and a few alterations, four articles were adopted. These articles contained the following suggestions:

### Suggestions for the 1919 Plan.

1.—That now organized interior grain exchanges be accorded the same terms and privileges as the now termed terminal markets.

2.—That regulations regarding the profit of country elevator operators be such as to permit net profits of not over 3% on annual turn over of \$300,000 or less, and 2% on turn over in excess of \$300,000.

3.—That the producer receive 1c per bu. per month carrying charge beginning Aug. 1 and continuing to Feb. 1, 1920; and that country grain dealers and millers be allowed in addition to the government guaranteed price, for handling and carrying the crop, the regular terminal elevator charges per bushel.

4.—That a meeting or conference be held with southwestern millers and grain dealers at Kansas City not later than May 10.

A com'te consisting of Thad Hoffman; L. H. Powell; D. J. Donahue, Ponca City, Okla.; H. B. Dorsey; C. L. Aller; Jesse J. Culp; and E. S. Rea was appointed to prepare these suggestions in proper form and to submit them to Mr. Piazzek for transmission to Mr. Barnes.

The grain dealer's need for protection on a drop below the premiums that probably will exist on the early movement of wheat, and below the government guaranty on the concluding movement of the crop year was discussed, and it was understood that the com'te should consult with Mr. Piazzek re this matter.

## League Organization.

The plan for the organization of a league of southwestern dealers was read by C. V. Topping for the com'te. The com'te report took the form of a suggested constitution and by laws, based upon the constitution and by laws of the Southwestern Millers League with such changes as were necessary because of the different character of the organization.

The name proposed was the Southwestern Grain Dealers League, to cover the states of Colorado, Kansas, Missouri, Nebraska, Oklahoma and Texas. Regular grain merchants who are members of any state ass'n or an interior board of trade or grain exchange were made eligible to membership. Officers are to consist of a president, two vice-presidents, 12 directors (2 from each state), a sec'y, and a treasurer. In addition provision is made for the appointment of a traffic mgr., counsel, and other needed assistants.

With only a short discussion, the constitution and by laws as read were adopted unanimously.

The election of officers was held, and the following were elected as the first officers of the League:

Pres., Thad Hoffman, Wichita, Kan.; sec'y, L. H. Powell, Wichita, Kan. Directors: F. A. Derby, Topeka, and C. B. Warkentin, Newton, for Kansas; William Rea, Marshall, and A. H. Meinershagen, Higginsville, for Missouri; C. J. Slater, Lincoln, and E. Bossemeyer, Jr., Superior, for Nebraska; Wm. Randles, Enid, and J. S. Hutchins, Ponca City, for Oklahoma; directors for Colorado and Texas to be elected later. Additional officers provided by the constitution are also to be elected later, by mail.

Headquarters of the League will be at Wichita, Kan., where an office will be maintained, and the organization will work in conjunction with the Southwestern Millers League, thereby combining the efforts of grain dealers and millers in the territory affected in endeavoring to solve the problems affecting the grain handling and milling business.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

P. C. C. & St. L. in List 33 issued Apr. 1 cancels List 32 of Freight tariff publications issued by the Fort Wayne and Pan-Handle routes.

C. & A. in tariff 1661-B cancels tariff No. 1661-A, giving joint freight tariffs applying on grain in carloads from stations on its lines in Illinois to Decatur, Ill., effective, June 1, 1919.

U. S. Railroad Administration in Sup. No. 10 to I. C. C. No. A-874 cancels Sup. No. 8 to Circular No. 1-N of Western Freight Bureau, giving rules, regulations and exceptions in classifications, effective, May 31.

E. B. Boyd, agt., in tariff No. 139-A cancels Agent E. B. Boyd's No. 139 governing storage rules and charges applicable to freight in carload and less than carload quantity stored in or on railroad premises, effective May 27, 1919.

C. & A. in tariff 259-D cancels tariff 259-A applying on interstate traffic only, naming local distance rates for the transportation of grain and grain products in carloads between stations on its line in Missouri, effective, May 25.

C. & A. in connection with carriers under federal control cancels Sup. No. 1629-A giving joint and proportional freight rates on grain products, carloads from stations in Illinois to Cairo, Ill. and Evansville, Ind., effective, June 1, 1919.

I. T. S. in connection with participating carriers, in Sup. No. 1 to freight tariff No. 480-A gives local and joint rates on grain products, carloads, between stations on its line in Illinois and East St. Louis, Peoria, Venice, Ill., and St. Louis, Mo., effective, May 18, 1919.

C. & A. in Sup. No. 1651-D cancels Tariff No. 1651-C giving joint rates on grain and grain products in carloads from stations in Illinois on the C. & A. and Chicago & Illinois Midland Ry. also St. Louis and Louisiana, Missouri, to Milwaukee and Racine, Wis. North Chicago and Waukegan, Ill., effective, June 1.

C. & A. in connection with carriers under federal control in tariff No. 1653-C cancels tariff No. 1653-B giving joint freight rates applying on grain in carloads from stations in Illinois on the Chicago & Alton, Chicago & Illinois Midland Ry. and Chicago & Northwestern Ry. (formerly Macoupin County Ry.) also St. Louis and Louisiana, Mo. to Sheldon, Ill., effective, June 1, 1919.

C. & A. in Sup. No. 15 to tariff No. 28-C, cancels Sup. No. 14 giving elevation and transfer charges on grain, feeding, bedding and yardage charges, etc., on livestock, mileage allowances on private cars maximum and minimum rates; rules governing furnishing of grain doors, miscellaneous local rules and exceptions to classifications applying at stations on or via its lines, effective, May 19.

C. & A. in tariff No. 1614-D cancels tariff No. 1614-C giving joint and proportional rates on grain in carloads from stations in Illinois on its lines and on the Chicago & Illinois Midland Ry. to Aurora, Ind., Cairo, Ill., Cincinnati, Ohio, Evansville, Ind., Indianapolis, Ind., Jeffersonville, Ind., Lawrenceburg, Ind., Louisville, Ky., New Albany, Ind. Owensboro, Ky., Seymour, Ind., effective, June 1, 1919.

A. T. & S. F. in connection with participating carriers in Sup. No. 64 canceled Sup. No. 63 to tariff No. 5588-J, but the interstate commerce commission has rejected both Sup. Nos. 63 and 64 to this tariff, giving local joint and proportional rates on grain and grain products in carloads between points in Kansas, Colorado, Missouri and Oklahoma, Superior, Neb., Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., Chicago, Peoria, Ill. and Mississippi River points also basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs, Sioux City, Ia.; also distance rates between stations in Kansas, stations in Oklahoma and stations in Kansas; also Superior, Neb., Joplin, Mo. Stations in Kansas and Superior, Neb., and Joplin, Mo., effective, May 31. Sup. No. 65 will be issued in lieu of the two rejected.



# The New Uniform B/L

A new uniform B/L has been prescribed by the Interstate Commerce Commission, to be put into use on or before Aug. 8, as the result of a comprehensive investigation.

The new B/L is a big improvement over the one now in use. The clause declaring the carrier not liable for discrepancies in elevator weights is stricken out. Another vicious provision that the value shall be computed on the basis of the value at the time and place of shipment is eliminated. The first three sections will read as follows:

## CONDITIONS.

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of property upon consignee's order, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from delay caused by riots or strikes.

Sec. 2. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route, the liability of the carrier shall be the same as though the entire carriage were by rail. If the property covered by this bill of lading is hidden from view and the shipper has specifically stated in this bill of lading the value of the property, no carrier shall be liable beyond the amount so specifically stated, whether or not the loss or damage occurs from negligence. Provided, in all cases not prohibited by law, that where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or in case of export traffic, within nine months after delivery at port of export), or in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed. Suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance. Provided, That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary co-operation and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Gain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted

herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

In its report, No. 4844, just issued, the commission says:

## Discrepancies in Elevator Weights.

Section 1, clause 2, differences in elevator weights.—The present uniform and revised standard forms of Bs/L contains a provision that carriers shall not be liable for "differences in the weights of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights." The carriers desire to retain this provision in the proposed form. The shippers concede that the carrier is not liable for loss caused by natural shrinkage or the inherent nature of the property transported, but they propose the elimination of the words "differences in the weight of grain, seed, or other commodities caused by \* \* \* or discrepancies in elevator weights." That a slight shrinkage in the weight of grain; relatively negligible, usually occurs under ordinary transportation conditions is a fact recognized in the trade, and allowances are made therefor in commercial transactions. No point of real difference is raised with respect to this feature and it need not be further discussed.

The circumstances out of which the controversy relative to this provision grows are best illustrated in the handling of grain shipments. When grain is received by a carrier at a country elevator for transportation to a primary grain market or other destination, or is received by a carrier at a primary market for transportation to some other market or destination, the weight given by the shipper and accepted by the carrier is ordinarily that shown by the elevator out of which the grain is loaded. This weight is inserted in the B/L with a condition, invariably, that it is subject to correction. Frequently, upon arrival at destination, the grain is again weighed through another elevator and a difference between the first and second elevator weights appears. Now, in such a case a difference in the weights greater than that which could result from natural shrinkage usually results from one of two causes, viz, loss in transit, or "discrepancies," i. e., variance in the weights of the different elevator scales. "Discrepancy" in the sense here used is understood to mean a difference in weights due either to error in calculating and recording the results of one or both of the weighing operations, or a difference due to mechanical imperfection in one or both of the scales, as a result of which there is failure to record a correct weight.

It is urged by those shippers who oppose the retention of this provision in the proposed bill, that it gives the carriers opportunity to decline a claim upon the ground that the alleged loss is in reality not a loss but a "discrepancy" due to a difference in elevator weights. To illustrate: A shipper loads 60,000 pounds of wheat in a car, according to weights at original point of shipment, but the carrier delivers only 59,000 pounds according to scale weights at destination. The carrier may, and does, excuse itself by quoting this clause in the B/L. The practical operation of the clause is to place the hazard of transportation on the shipper, whereas the liability should properly rest with the carrier. It is contended that it is no more difficult for the carrier to determine the correct elevator weights than it is to determine the correct scale weight of loaded cars; that whether a carrier has permitted grain to be lost or stolen is a question to be determined on the facts of the particular case and that the carrier should pay for such grain as may have been lost or stolen; that the clause is in contravention of the Cummins amendment.

The testimony of shippers' representatives is that the claim departments of many carriers stand upon this provision of the B/L and refuse to pay claims for actual loss of grain while the same was in the carriers' possession, and that in such instances the shipper has no recourse but must pocket his loss.

The actual loss of grain in transit might, and doubtless would, be indicated by a difference between origin and destination weights, but the shippers seem to entertain the idea that every difference disclosed between origin and destination weights is, ipso facto, proof of loss of the commodity in transit. They ignore the other possible explanations of such "discrepancies."

By section 21 of the Bs/L act, reference being had to the subject of shippers' weight, load, and count, when property is loaded by the shipper, it is provided:

Where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier, then the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable

time after such written request, and the carriers shall not in such cases insert in the B/L the words "shipper's weight," or other words to like purport, and if so inserted contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein.

In Illinois the state legislature, pursuant to mandatory constitutional provision requiring it to pass all necessary laws to give effect to one of the articles of that instrument, enacted a law requiring railroad companies to weigh carefully and correctly grain at the time it was received for shipment, to give a receipt for true and correct amount, and to weigh out and deliver the full amount of such grain, without deduction for leakage, shrinkage, or other loss. A uniform B/L act, held not to be repugnant to or inconsistent with the statute first referred to, provided that a carrier might insert in its B/L any terms or conditions, not contrary to law or public policy, which did not impair its obligation to use reasonable care, and that such terms and conditions should be binding upon the consignor receiving such bill and making no objection in writing to such terms and conditions so far as they were not contrary to law or public policy. In an action for the loss of grain in transit brought under this statute the plaintiff recovered a judgment in a circuit court of the state which, on appeal to the supreme court of the state, was reversed because of error not relevant to the question we are here considering. The B/L, however, contained a provision similar to that to which objection is here made, and the court in reference to the same said: "We regard that clause in the conditions which exempts a carrier from liability for difference in the weights of grain, seed, or other commodities caused by discrepancies in elevator weights as contrary to public policy, and further: 'We assume that 'discrepancy' in elevator weights' means difference between weights at the place of delivery and the place of shipment. While the railroad company is responsible for the delivery of the numbers of pounds of grain received, and its receipt in the bill of lading evidence of the quantity received, the constitutional provision was not intended to make the bill of lading an absolute policy of insurance or extend the responsibility of the carrier beyond its responsibility at common law in other respects." *Shellabarger Elevator Co. v. Illinois Cent. R. Co.*, 278 Ill. 333.

Under section 21 of the bills of lading act above referred to, where a shipper of bulk freight has installed and maintains adequate weighing facilities, the carrier must, upon written request, and after reasonable opportunity so to do, ascertain the kind and quantity of grain. This gives the carrier the opportunity of weighing the grain when it is shipped. The arrangement, however, does not provide a like opportunity at destination where, for instance, grain is delivered into an elevator and weighed by the elevator or consignee.

The carrier is liable, both at common law and under the federal statute, for any actual loss of goods caused by it while in transit. A difference in weights results from actual loss of the goods so caused by it, the carrier must pay the claim for such loss. Under the law is the carrier's duty to collect, and the shipper's duty to pay, freight charges based upon correct, not estimated, weights. The claimed loss presents a question of fact. Whether or not "discrepancy" in elevator weights results from actual loss of the commodity or an error, human or mechanical, in the weighing operation is a question of fact to be determined from the evidence. The burden of proof to show what is the correct weight should depend, in measure at least, upon which of the parties—carrier or shipper, is responsible for the accuracy of the weights.

It would appear, therefore, that the dispute provision relative to "discrepancies in elevator weights" is of no real effect in limiting the liability of the carrier and is mere surplusage. Upon brief, one of the shipper's representatives says that it—adds nothing to and subtracts nothing from the liability of a common carrier. Its presence, however, in the uniform bill of lading, which is filed with and becomes a part of the rate and tariff authority under section 6 of the act to regulate commerce, is mischievous in actual practice and is used as a pretense by claim agents for turning down claims. It thus becomes a source of discord between carriers and shippers and tends to create strong prejudice in the minds of shippers against railroads and is a constant source of commercial irritation.

We are of the opinion that the words "differences in the weights of grain, seed, or other commodities caused by \* \* \* or discrepancies in elevator weights" impart an unlawful and unreasonable meaning into bills of lading and should be stricken from the uniform bill.

## Damages on Destination.

Section 2, clause 3, measures of carrier's liability for loss or damage.—In the uniform B/L approved by the Commission in its report in the Matter Bs/L, supra, there was contained the following provision, which then constituted paragraph 2 of section 3 of the conditions:

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee



cluding freight charges, if prepaid) at the time and time of shipment under this B/L, unless a lower value has been represented in writing by the shipper or has been agreed upon or determined by the classification or tariffs upon which the rate is based, in any of which cases such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence. One of the questions considered by the Commission in its report in The Cummins Amendment, supra, was thus stated:

May the carriers lawfully provide in their tariffs and rate schedules that their liability shall be for the full value of the property at the time and place of shipment?

Upon this question the Commission said: It is urged that this rule would relieve the question of the amount of liability from uncertainty, would afford a reasonable and uniform method of determining the measure of recovery, avoid endless litigation with its attendant labor and expense, and avoid unjust discriminations. The Cummins amendment clearly places upon the carriers liability for the full actual loss, damage, or injury to the property transported which is caused by them, and it makes unlawful any limitation of that liability, or of the amount of recovery thereunder, in any receipt, B/L, contract, rule, regulation, or tariff filed with the Commission, without respect to the manner in which such limitation is sought to be made. The loss or damage must, apparently, either as of the time and place of shipment, or time and place of loss or damage, or time and place of destination. Where rates are lawfully dependent upon declared values, the property and the rates are classified according to the character of the property, of which the value of the property may constitute an element, and such classification is necessarily as of the time and place of shipment. It is therefore believed that the liability of the carrier may be limited to the full value of the property so classified and established as of the time and place of shipment.

Upon brief in the instant case the carriers say: The carriers thereupon assumed that they are entitled to claim that liability should be determined with respect to the value of the property at the place and time of shipment, and the uniform B/L was amended so as to read:

"The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the time and time of shipment under this B/L, including the freight charges, if paid."

The carriers now propose, as clause 3 of section 2 of the proposed conditions, the following amended provision:

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the actual value of the property at the time and time of shipment under this B/L, including the freight charges, if paid; and where the actual value of the property has not been required to be specifically stated by the shipper this B/L, such actual value shall be arrived at from the bona fide invoice price, if any, to the consignee.

The shippers object to this proposed language and propose the following:

The amount of any loss or damage to property, or loss or damage due to delay in the delivery thereof under this B/L for which the carrier is liable by law, shall be the full actual loss, damage, or injury, including freight charges, if paid.

While the rigor of the first Cummins amendment, which the Commission had under consideration in The Cummins Amendment, supra, was modified by the second amendment, it is still necessary to note that by the terms of the latter the right of the carrier to restrict its liability for loss, damage, or injury caused by or its connections to the goods transported is revived, or restored, and made lawful only "to property, except ordinary live stock, reserved for transportation concerning which the carriers shall have been or shall hereafter be expressly authorized or required by order of the Interstate Commerce Commission to establish and maintain rates dependent upon the value declared in writing by the shipper or agreed upon in writing as the released value of the property \* \* \*." As to ordinary live stock and all other property not falling within the exceptions stated, it seems clear that the strict prohibitions of the first Cummins amendment will apply, and any such limitation of liability limitation of the amount of recovery without respect to the manner or form in which it is sought to be made is unlawful and void.

It is true that the Commission in its report on the Matter of B/L, supra, approved a rule similar to the one now in effect, and which the carriers wish to retain. Such a rule was lawful, however, as of the time of that action and prior to the time when the first Cummins amendment was enacted. There is no warrant in the broad construction which counsel for respondents in the instant case now seek to put on the language of the Commission in its report in The Cummins Amendment, supra, when closely read, it will be observed that the Commission did not give an unqualified affirmative answer to the question categorically stated (page 693). What the Commission did say was that "where rates are lawfully dependent upon declared values, the property and the

rates are classified according to the character of the property, of which the value of the property may constitute an element, and such classification is necessarily as of the time and place of shipment." It is, therefore, believed that the liability of the carrier may be limited to the value of the property so classified and established as of the time and place of shipment.

To sum up what has been said upon the subject of the limitation of the carrier's liability for loss, damage, or injury caused by it or its connections, property received for transportation by carriers subject to the act may, for the purpose of testing the application of the first and second Cummins amendments, as we construe them, be divided into three classes: (1) Ordinary live stock, which by specific exclusion from the application of the second Cummins amendment is still subject to the first Cummins amendment prohibiting any limitation whatsoever, of such liability; (2) property, other than ordinary live stock, in respect to which the carriers have not been authorized or directed, in accordance with the provisions of the second Cummins amendment to make rates dependent upon values declared in writing by the shipper or agreed upon in writing as the released value of the property, and which, therefore, remains subject to the provisions of the first Cummins amendment; and (3) property other than ordinary live stock, as to which the carriers, under the provisions of the second Cummins amendment, have been authorized or directed to make rates dependent upon declared or agreed values, in which event the carrier's liability is automatically limited to values predetermined by the declaration or agreement, and as to which, therefore, no controversy can arise respecting the time and place of ascertaining the amount of the carrier's liability.

The proposed rule stipulating that the measure of the carrier's liability shall be the value as of the time and place of shipment, even if valid, could have application only to property falling within classes 1 or 2 as above defined. The question is, therefore, whether the proposed stipulation as applied to such classes of property would be a limitation of liability or limitation of the amount of recovery and therefore unlawful and void. The shippers contend that it would. In the view that we take of the law, it is unnecessary to review the arguments of the parties at any length. The general rule of the common law is that the measure of damages for which the carrier is liable, in the absence of specific stipulations in relation thereto, is the market value of the goods at destination, plus interest on such value from the date when, in general course, the goods should have been delivered, less the unpaid transportation charges, if any. *Mobile & Montgomery R. Co. v. Jurey*, 111 U. S. 584; *O'Hanlon v. Ry. Co.*, 6 Best & S., 484; *Rodocanachi v. Milburn*, 18 Q. B. Div., 67. To the same general effect are cases decided by the various state courts. Compensation on this basis will generally make the owner whole in respect of his loss.

The B/L provision here considered has come before the state courts for consideration in a number of cases. The decisions are not harmonious. It has been held that the rule is valid and reasonable. *Denver & R. G. R. Co. v. A. Peterson Grocery Co.*, 59 Colo., 125; *Matheson v. Southern Ry. Co.*, 79 S. C., 155; that its effect is not to limit or diminish the carrier's liability, but that it merely establishes a rule for determining the value of the property in case of loss. *Grubb v. Atlantic Coast Line R. Co.*, 101 S. C., 210.

The most recent discussion of the question whether or not the proposed rule operates as a limitation of liability in contravention of the Cummins amendment is contained in *McCaull-Dinsmore Co. v. Chicago, M. & St. P. Ry. Co.*, 252 Fed., 664, where the district court for Minnesota, citing the provisions of the statute, reasons thus:

Under this language, is the provision or stipulation above referred to in the bill of lading unlawful and void? If it is an agreement as to value, which I think it is not, it is clearly so. The answer to the question must therefore be found in the answer to the further question: Was this a limitation of the liability of the carrier, or a limitation of the amount of recovery? And it seems to me the answer to this question is found in the answer to the further question: What would have been the liability of the carrier, and the consequent amount of recovery, if that provision or stipulation had not been in the B/L? In the latter case there can be no question, and it was so admitted on the argument, as it had to be, but that the liability and the consequent amount of the recovery would have been that of the common law, namely, the value of the goods at the point of destination at the time they should have been delivered; and that this is the actual loss to the shipper caused by the failure of the carrier to deliver the goods at that time and place, whether the value is greater or less than at the time and place of shipment, is the foundation of the common-law rule.

From the foregoing simple statement, I do not see how it is possible to escape the conclusion, upon a fair and open-minded consideration of the language of the amendment and the obvious and well-known meaning of its terms, that this provision or stipulation in the B/L is a limitation of the liability of the carrier and of the

amount of recovery, and is therefore unlawful and void.

**Origin Valuation Condemned.**—The proposed rule, being superfluous so far as concerns the transportation of property shipped under rates dependent upon declared or agreed values, and unlawful and void in respect of all other property, we condemn it and direct its complete elimination from the proposed bill. This will involve a slight modification of the context immediately following the phraseology eliminated as indicated in the form prescribed by the Commission.

## Waterproofing Scale Pits.

By A. C. JOHNSON, SCALE INSPECTOR GRt.

NOR. RY.

This subject covering as it does, so many problems in respect to locations of scale pits and conditions surrounding locations, it cannot in my opinion be treated in any set rules or methods which will apply to all cases.

To secure a dry scale pit the first essential is to put in a foundation that will not crack or develop faults. And this is somewhat of a task, especially in this Northwest country where we have such extreme variations in temperature during the year. A cracked scale foundation cannot be water-proofed except by thorough drainage of the soil surrounding the entire foundation.

In case it is necessary to locate scales where the floor of the pit is below tide or flood water levels, a water tight metal or treated wood pan could be put in to contain that portion of the foundation liable to flooding, however, the excessive cost of this method would be against it.

In such locations I believe a water-proof pit can be put in, by keeping water out of the excavation while placing the concrete, put in about six inches of the matt and when this is set enough to walk on, coat the surface with "coal tar paint", then finish pouring the matt and walls of the pit, and before backfilling, treat the outside of the foundation to a good coating of "coal tar paint". In all cases the concrete should be thoroughly mixed and sufficiently wet to insure a close bonding of the materials used with the view of rendering the whole mass non-porous, the liberal use of reinforcing iron will resist frost heave and prevent fractures in the side walls and matt.

The coal tar paint I have referred to is made as follows: Refined coal tar, sixteen parts, Portland cement, four parts, kerosene oil, one part, all measured by volume.

The kerosene oil and cement to be mixed and stirred into the tar after the latter has been heated until fluid. Care must be taken not to overheat and cook the tar. After adding the cement and oil the mixture should be allowed to cool, and should be thin enough to spread on with a brush, but somewhat thicker than ordinary paint. When necessary to thin it, the tar paint should be heated and kerosene added to bring to the desired consistency. This paint should not be applied hot, one gallon will cover about eighty-five square feet.

Under ordinary conditions the leakage thru the deck can be taken care of by ventilation, provided the deck is made up of treated, tongue and groove lumber not less than two inches thick, sufficiently spiked to hold it in place. The weather plates covering clearance openings should be straight and make full length contact on their rests, the elevation high enough to prevent surface water flowing onto the deck.

There are preparations on the market for water-proofing underground pits, the object of which is to close the pores of the concrete, which if they could be applied to the foundation as prescribed for the coal tar paint would probably be as good, but only when the seepage or water pressure from the outside will permit the preparation to harden or set to the concrete when applied to the inside of the pit will they be effective.



## Elevator Leg Troubles.

BY THOS. F. HALL.

The mechanism for elevating grain by belts and cups, is very simple. The operation is simple, two functions comprise it. The grain is lifted to the top of the leg, then discharged through the Distributor to its destined place. It would seem that it need not require great skill to accomplish this simple result, and do it perfectly. But like all mechanism some skill and some care is necessary.

The human body as a machine contains lungs, heart and stomach. When they are in normal condition, we are unconscious of their existence. But let them become disorganized, then agonies upon agonies follow, relieved only by death.

It pays in comfort, in happiness, in longevity to keep these human organs by care and consideration constantly in working order. It is equally important that this principle be observed, in the operation of all mechanism if one expects it to be efficient.

Nicola Tesla says that "All civilization rests upon the development of the mechanic arts." This view is exemplified in the late war which relative to other wars was not so much a contest of bravery and valor, as a contest in mechanisms and kindred sciences.

With wheat at \$2.26 per bushel, an elevator operator is in effect handling nuggets of gold. It needs but little argument to convince him that he should conserve and preserve it while passing it through his elevator.

An elevator leg which is perfectly designed for the purpose will automatically pick up grain at the foot of the leg, and perfectly discharge it ALL without waste at the top. This is all that is required of it. Every nugget will be saved. And like the human organs, it will need no attention except such care as is needed to keep it normal.

An ill-designed elevator leg may lose the owner thousands of dollars in mixing the grain in one shipment, or tens of thousands of dollars in a conflagration which lays the structure and contents in ashes. All agree that these indisputable results are disappointments.

Does one need to go to Mexico, China or to those backward countries who are now asking for mandatories to find that Tesla's maxims are disregarded through ignorance in the design of such a simple proposition as an elevator leg?

THE CAUSES OF EVIL in elevator legs fall into two distinct classes.

One class consists in the manner of distributing the grain after it has been elevated to the top of the leg.

Fully nine-tenths of all country elevators distribute from 25% to 33% of the grain that has been once elevated down the back leg to be elevated over and over again. Much of the remaining 66% or 75% that is left to be discharged from the cups is wrongly distributed through incorrect aim of the distributing spout. The device used not being capable of accurate operation. The result in getting grain from this cause into the wrong place and mixing it, often causes enormous loss.

The other class of evils which gives rise to destructive consequences to the elevator itself and its contents is due largely, if not mainly, to the character of the operation of the elevating apparatus before the grain fairly starts on its upward journey. The cups as they fill with grain pass through a contrivance which is so designed, that it is impossible for the cups to be filled without choking them as they start on their ascent.

The alternative of two evils is presented at this instant. The escape from both is an impossibility. Therefore the lesser evil is generally chosen and accepted. To run the cups full and attempt to get full benefit of their capacity, the capacity of the belt, the leg, and the power, is certain to cause a choke. Hence the cups are run about two-thirds full on the average.

This therefore is the situation: The cups are operated 66% full and nearly half of this amount consists of grain that has previously fallen down the back leg and which will again go the same way. The cups therefore actually distribute only about two-thirds of the amount of grain they elevate, or about two-fifths of their capacity. It should not need a college professor, or an expert mathematician to convince the owner that this is not doing business along economic lines.

But this is not all. It is impossible even with the greatest care, to be immune from chokes, with these faulty devices. Chokes will occur in the best regulated of those elevators. And when they do occur, there is no immediate way of knowing what the eventual consequence will be. It is almost certain that during every choke, before the head pulley can be stopped, a fire is ignited in the elevator head, and the contiguous dry combustible materials, such as strings, dust, litter, etc., which are always present in the head, are for the moment in a blaze. Possibly in ninety-nine cases in a hundred, the burning litter is extinguished before it reaches the bottom of the leg, or the constant moving of the grain in the boot before the belt is stopped, may smother it. But it is quite certain and quite easy of demonstration after dark, that a fire of some extent from the flying sparks from the choked belt, is started every time a choke occurs.

That such a dangerous affair can be continually occurring unseen even though it seldom develops into a destructive conflagration, is a hazard that causes unnecessary anxiety, when it can be avoided by such a simple method, which is so apparent, so clear and so inexpensive that I think everybody should favor such avoidance.

FRANK G. CROWELL, vice-pres. of the Grain Corporation, as a special deputy for Julius H. Barnes, is making a six weeks' tour of the large European cities gathering information relative to the Grain Corporation organizations. Among the cities he will visit are Paris, London, Rotterdam, Hamburg, Trieste and Copenhagen. John D. Shanahan, cereal expert of the Grain Corporation from the Department of Agriculture, with three assistants has also gone to Europe to gather data relative to grain crops, he, too, being an envoy of Mr. Barnes.



NOW THAT THE WAR  
IS OVER AND MATERIALS  
ARE EASIER TO GET  
AND LABOR IS MORE  
PLENTIFUL—IT'S GOING  
TO BE A GREAT SEASON  
FOR BUILDING

—From the Chicago Tribune.

## The Cost of Elevator Insurance.

BY WM. REED, MGR. MUTUAL FIRE PREVENTION BUREAU.

The cost of the fire insurance in the Mutual and Elevator Mutual Insurance Companies is a subject of interest to every elevator owner. There are three items entering into the cost that cannot be ignored.

The first is the home office expense, this is governed by the quality of the management.

The second is the field service expense, and it is also governed by the management.

The third item entering into the cost of insurance is the loss ratio and this item is most entirely governed and within the control of the property owner or those in charge of the property.

Let us analyze the experience of the mutual and elevator mutual insurance companies for the past five years.

We find the loss record of country independent elevators as compared with the losses paid on all mills and elevators to be:

1914.....	24.78%
1915.....	15.81%
1916.....	34.00%
1917.....	34.72%
1918.....	50.42%

The ratio on independent country elevators you will see, has doubled in the past five years. Why?

Possibly the solution can be found in study of the most disastrous causes of fire. For several years we have kept track of losses by causes. We have found the following causes to be the most fruitful of losses, the causes are given in order of their cost in losses:

1st. Friction in Elevator head or boot of machines.

2nd. Railroad Hazard.

3rd. Electricity and Lightning.

We are quite satisfied that most of the losses charged to unknown cause might properly be put in some one of the above classes, if we knew all the facts.

These three causes are entirely within the control of the person in charge of the property. The first cause named has been under investigation for some time and we have evidence to prove that over 80% of the fires starting in sprinklered mills or elevators, start in the elevator leg and generally at the head pulley.

A careful survey of elevators of all types shows that not fifty per cent of the elevator legs will carry the buckets half full, either the prime mover, the connecting drive or the head pulley is at fault. The prevailing practice has been to use too light a shaft at head, too small bearings and too small head pulley for the work, hence choke up, friction and fire.

The second cause Railroad Hazard, can be guarded against by careful construction, iron roof and iron cladding, keeping the premises clean and all openings on railroad side closed and properly protected.

The third cause, Electric current and lightning, can be guarded against by conduit wiring, enclosing motors, switches and standard supplies, and proper rodding or grounding properly iron covered buildings.

All of the above causes are within the control of the human element, and if proper care and attention were given these three causes by owners and employees, the loss ratio on the independent country elevator class would promptly go back to where it was five years ago, and a lowering of the cost of insurance would speedily follow.

NOW IS THE TIME to examine elevator drives and proportion them to the load to be carried; every grain carrying elevator should be able to carry all buckets heaping full of the heaviest grain they are used to carry. All dumps and feed inlets to grain elevators should have screen or grating to prevent sticks or coarse foreign matter getting into the elevator leg.

Remember that an elevator shaft running



ly 32 to 40 revolutions per minute, will only carry one-third the horse-power that the same shaft would running 100 revolutions per minute.

The slow speed of an elevator pulley makes the problem a difficult one to remedy in many cases, but it is better to spend some money to get your elevator right and safe, than to have expensive interruptions of your business by a breakdown or lack of capacity at a busy time, and besides, you will lessen the danger of being put out of business by a fire.

OFFICIALS of the weights and measures departments of the various states will meet in annual conference in Washington May 21-24. Uniformity in weights and measures will be the chief topic under discussion.

THE MAXIMUM PRICE of fine wheat flour and millers' offals has been fixed by the British food controller at approximately \$5.11 per bbl., the maximum price for coarse flour being about \$4.68 per bbl., according to a cable from the American consul general at London.

## Belgium Undertakes Own Relief.

The Commission for Relief in Belgium, one of the best known and most efficient of war relief organizations, ceased operations May 1, this action being a result of investigations made for Mr. Hoover by Prentiss Gray, a member of the Commission. Mr. Gray found during a recent tour of the country that the people, who so bravely resisted the invasion of their homeland, are determined to accept no further charity from other nations, but are going to make just as determined a struggle to become self-supporting. Free communication with the commercial world will be the strongest factor in accomplishing this end. It has been found that the Belgians and French in the invaded districts can arrange their own food imports thru their own governments and normal commercial channels, so that outside assistance is no longer necessary. "It is deemed advisable to allow the ordinary supply and demand to govern the food trade of the country," said Mr. Gray. "For the time being, however, they must continue a government restriction on selling prices to prevent inordinate profiteering. Consequently, the Belgian government has determined to establish its own agency for the purchase of food supplies."

Since the beginning of the war, the Commission has shipped 950 cargoes from Atlantic ports alone, aggregating 5,000,000 tons of food which cost \$750,000,000. This is in addition to large re-shipments from England which originated in all parts of the world.



Burning of the Occident Elevator Co.'s Plant at Bowdon, N. D.

## Prepare to Fight Fire.

BY J. J. FITZGERALD, INDIANAPOLIS.

At least two hundred country elevators are destroyed by fire annually, and an equal number are damaged. The reason that the damages are not total losses is due in a great measure to the presence of proper fire fighting devices in a majority of the damaged elevators.

The country elevator for the most part is so located that it is not under the protection of a fire department; but even so, its construction is such that it is a quick burner, and if a fire ever starts in one of them, little dependence can be placed on the fire department. The fire must be handled quickly if it is to be kept in check. For that reason it is very necessary that country elevators be equipped with proper fire fighting devices.

In traveling about the country it is puzzling to find elevator men who are not in sympathy with the movement to check elevator fires. If they maintain fire fighting devices they do so because insurance companies demand it, and not that they can see any real necessity therefor.

"Oh yes, I have a barrel of water in the cupola, but Who would go up there if a fire broke out?" is a stock question one often hears. It never seems to occur to these men that they are not asked to risk their lives to save an elevator, but the barrel of water is maintained in the cupola to be used in checking incipient fires, which might spread quickly if time must be taken to go to the first floor and mayhap to a pump a block away to get water. A spark may light on the roof, a bearing may heat, lightning may strike; any one of a dozen things may happen that might mean the total destruction of the plant unless everything is in readiness for quick action.

The American may be the most careless individual on earth about fire, but he will take a chance and a long one to put a fire out once it has started. It's in his blood. A few years ago a Kansas elevator operated by one of those incendiaries, a gasoline engine with the feed tank in the base, took fire during the process of draining the tank of kerosene preparatory to filling it with gasoline. During such a process as this, some one is always around with a match. He was on hand this day, and dropped it in the proper spot. The foreman of the house had sufficient presence of mind to pick up the pail of kerosene he had drained from the engine and take it with him in his exit.

The fire was well under control when the keeper of the general store came running up to learn what the trouble was. He didn't stop to make any inquiries, but he smelled smoke when he arrived on the scene. He was an American. There was a fire to be put out, and he was there to put it out. He picked up the pail of kerosene thinking it was water and heroically dashed it into the engine room. The crowd stepped back and said, "She's gone now, there's no use of trying to do anything more."

But the house was saved by two young fellows who worked their way into the elevator and fought the fire from another angle. They took a chance, and they won. No doubt both of them gave a good account of themselves over in the Argonne. One is apt to get impatient, then, when he hears men say, "Who'd go up there if a fire broke out?"

There are elevator men who maintain barrels in their plants, but they are generally shy a hoop and would hardly hold corn, much less water. As for buckets, "Oh we took them home last night and forgot to bring them back." A recent inspection of an elevator revealed a water barrel half filled with dust and pigeons nesting in it. Surely the owner of that house had little interest in preventing a fire.

We hear much criticism in these days of government ownership and government control. The government has touched fire prevention but lightly, but if it ever takes a hand in

the game, there is going to be much weeping and wailing and gnashing of teeth for there is work to be done along this line and a lot of it. Men should have sufficient interest in their own property, in the common welfare, to keep down the fire loss. If they have not this interest, then they must expect prodding from outside sources. We can't go on in the careless ways of the past, burning property with the recklessness of wild men and expect to maintain our position in the world. We have either got to correct our careless habits or step back.

THE BARREL AND BUCKET still hold first place among fire fighting devices for the elevator. The country elevator should be so constructed and so cared for that the chance of fire will be reduced to a minimum; but at best some fires will occur and everything should be in readiness to meet them. The metal barrel containing a calcium chloride solution is the best thing in this line today. There is little evaporation of the solution and the barrel will stand up for years. And a barrel of this kind will be looked after. The wood barrel with the black iron hoop, unless specially treated soon goes down. If a hoop comes out and the water runs out, the owner is apt to cuss the insurance companies and everybody connected with them for recommending such a nuisance, and then the pigeons come in to roost. There is no argument against fire protection in an elevator; on the contrary it is a necessity, then Why not get the best?

The soda acid extinguisher is not a success in the elevator due to its liability to freeze, and anything that is liable to freeze should give an elevator a wide berth. There are some pump type extinguishers of 2½ gallon capacity on the market that are non-freezing, and these are very good devices to place in an elevator, especially in the cupola, as overhead fires can be fought more successfully with them than with a pail of water.

Wherever gasoline or electricity are used, there should be one or more of the pump type, quart size, carbon tetrachloride extinguishers (JM, Nu Ex, Pyrene, Fyr Fyter, etc.) This is the only liquid that can handle an oil or electric fire successfully; in fact, it is dangerous to use water or the solution contained in other extinguishers on an electric fire. For that reason if no other one or more of these quart size extinguishers should be kept around the premises. One should be kept in the engine room; one in the driveway where trucks are pulling grain into the house, and one on the manlift.

A fire axe, too, is a handy thing to have around. It should be kept in a case in the office so that it will not be used for odd jobs around the place.

A Nebraska contractor is embodying in his specifications complete fire fighting equipment. This is something we would like to see all contractors do. When an elevator is being erected is the best time in the world to install these devices; better still devices of the right kind can be put in then where make shifts are liable to go in afterwards. Water barrels, extinguishers and a fire axe are just as much a part of elevator equipment as anything else, and are far more important than a lot of things that are going into the house today.

An elevator fire must be caught young or it is not caught at all. It is the duty of every one having an elevator under his charge to see to it that he does not have to waste valuable time if a fire breaks out in his house. He must be prepared.

I CERTAINLY have enjoyed the Journal all these years.—P. W. Millikan, Blountsville, Ind.

THE OUTLOOK for wheat in India for 1918-19 from the 23,403,000 acres is for a "fair to good" crop except in Bombay and Sind, where prospects are not so favorable, according to official estimates based on information received from the Indian Department of Statistics up to Feb. 15.



# Elevator Legs and Buckets

By CAL

Every grain elevator operator, as well as every student of grain elevator construction, who has had extended experience among a large number of elevators in various sections of the country finds himself frequently possessed of the thought that certainly builders and operators do not realize the tremendous importance of the elevator leg as a unit of an up-to-date grain handling house. This statement is prompted by the fact that only a small percentage of elevator legs are free from objectionable features. The number which operate perfectly and with full possible efficiency is so low that it is almost safe to accept as true the verdict of a man who long has made a special study of the engineering problems connected with a grain elevator, and who recently said that he never has seen "an elevator leg which gives a perfect discharge of grain at the head." Some of them, a very few, he admitted, do have a fairly high percentage of efficiency; but he remarked that he is still forced to say he has never seen a perfect head discharge.

Obviously, the discharge at the head must be perfect if the leg is to make a near approach to 100% efficiency in its operation. No matter how well the boot or the casing may be constructed, or how good the quality of the belting or of the metal in the buckets, if the buckets do not empty perfectly at the head; and if all the grain elevated does not find its way into and thru the spout leading from the head casing, the leg does not render service that is 100% efficient. There can be no qualification of this proposition, and very little argument against it.

It may, however, be advanced in support of legs having less than 100% efficiency that perfection is a thing not attainable. Perhaps that is a tenable position, but because it is possible theoretically at least, to construct an elevator leg that will give a perfect discharge of all the grain that can be carried up by full buckets it will never be sufficient for us to excuse the countless legs giving imperfect discharge by saying that perfection is too much to expect.

**PERFECT DISCHARGE:** As an engineering proposition, a leg to give a perfect discharge would be that one which has its several units properly correlated to accomplish a predetermined result without a variation that can be detected. These several units comprise the following: Size of head pulley, speed of head shaft (to give the correct belt speed), size and shape of buckets, and spacing of buckets on the belt. Other features, such as the size and shape of the casing, the kind of material used in its construction, the kind of

boot, etc., must be considered and disposed of, but these matters are more or less secondary to the main points already named.

Having determined that a leg capable of elevating a given quantity of grain per hour is desired, it is necessary only to calculate the specifications for a leg that will perform that service. Possessed with a knowledge of the weight of a cubic foot of the grain to be elevated, it is quite simple to figure that a leg built according to certain specifications will elevate the required number of bushels per hour. But will that same leg discharge at the head all the grain it lifts? Therein lies a problem that has not been satisfactorily solved by the builders of a large percentage of the grain elevators now in use. To carry the grain upward to the head is one thing. To discharge all of it so that none of it will fall down the back leg, is quite another.

If one-quarter of the grain falls down the back leg that one-quarter is elevated again, 25% is added to the length and cost of the time required for the elevation, and probably some damage is done to the grain itself. And this performance will be continued so long as the leg is operating thus inefficiently.

It is not possible to determine one of the factors affecting the specifications for an elevator leg in its own light wholly and without considering the other factors. Thus, a head pulley of a given diameter must be run a definite number of revolutions per minute to obtain a perfect discharge from buckets of a given size and shape. It may as well be said at this point that it is the opinion of qualified engineers that the length of the bucket does not affect its discharge. A 14x6 bucket of a given type will, therefore, discharge just as well under given conditions as will a 10x6 bucket of the same type under the same conditions. It is the depth, projection, spacing on the belt, and shape of front and rear walls and bottom and top that is important.

There can be only one proper diameter and speed for a head pulley for a specified equipment, for perfect results. A slight variation from the proper diameter or speed may make but a slight variation in its efficiency and economy; but it will be a variation nevertheless. Any speed within reason will probably get some grain to the designated point, but if the speed of the belt movement be incorrect, some of the grain (and in many cases most of it), goes elsewhere. Excess of speed causes some of the grain to be trapped in the buckets by centrifugal action, and this grain is later carried down the back leg by gravity. If the grain in discharging falls short of the designated point and goes down the back leg it is because the speed is too slow, while if it does discharge without any of it going down the back leg, but goes too far it is because the speed is too great, and this means that power is being unnecessarily consumed in throwing the grain too far.

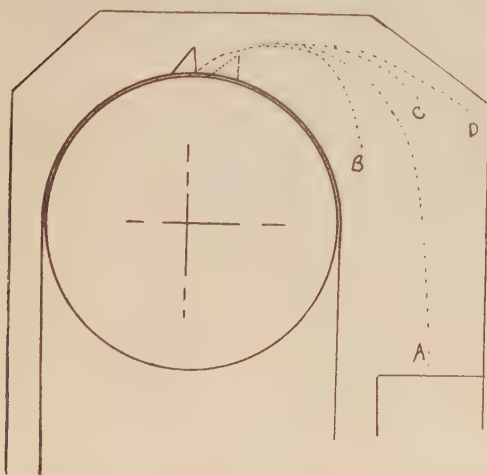
One effect of a high speed of belt travel is illustrated by the photograph of an elevator head which is reproduced herewith. In this case the belt traveled approximately 1,500 feet per minute, and thus gave to the discharged grain a force of throw that necessitated the very long reach of head overhang shown. This head was built by the Weller Mfg. Co., and in some heads built by it for the same customer the distance between back leg and point of spout discharge into the distributor was 10 feet.

IN TRAVELING OVER the head pulley the bucket describes a path which is a perfect circle; while the discharged grain describes a parabola. Bucket and grain separate after they leave the apex of the pulley, and thereafter each takes a different course. While the arc of the circle traveled by the bucket will al-

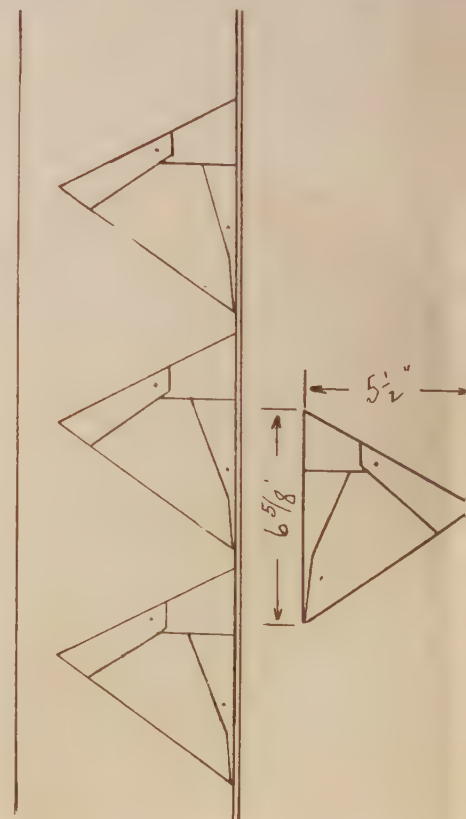
ways correspond to the circumference of a pulley (plus whatever it is necessary to add for the thickness of the belt), the parabola along which the grain moves will depend slightly upon the circumference of the pulley and will be governed almost wholly by the speed at which it was moving when it separated from the bucket.

It is an axiom of engineering practice that the circle described by the farthest out projection of the bucket should cross the parabola described by the grain immediately beyond the point where the grain is beyond the bucket's path. To have the two paths cross earlier would cause grain to be entrapped by the moving bucket and carried downward while to have the crossing take place later would represent a rate of speed below that which would give the maximum capacity of the head discharge. In this, as in all things there must be allowed a reasonable margin of safety to account for any lowering of belt speed below the rated speed.

The separation of the paths of the bucket and the discharged grain is shown graphically by the accompanying drawing. This drawing shows some of the many possible parabolas which the grain may describe after it leaves the bucket at the apex of the pulley. The parabola represented by the dotted line "A" is one that would give a perfect discharge. Here the grain drops squarely into the center of the opening into the outlet spout, and the fact that it does this proves conclusively that all factors entering into the construction of the leg have been properly accounted for. Dotted line "B" represents a path that will carry much, if not actually all, of the grain to the down the back leg; "C" and "D" would give a reasonably satisfactory discharge, but both of them show that the belt speed is excessive. It must be noted, however, that in some legs a discharge similar to "C" and "D" will be necessary to permit the discharged grain to get out of the way of the moving bucket and thus to escape being carried down the back leg by the same bucket which carried it up. In this case, the head must be constructed somewhat like that shown in the accompanying photograph, so that the grain is permitted to travel the necessary distance in t-



Different Paths Followed by Bucket and Grain After Apex of Head Pulley Is Passed.



Close Spacing on Leg Belt Possible with "V" Buckets.



change before it falls into the outlet spout. In every investigation of the capacities of elevator legs and the performance of elevator buckets it has been found that a bucket of "V" type will give maximum efficiency of discharge at speeds higher than other types. It follows, therefore, that "V" buckets are preferable to other types.

Following further upon this line of reasoning, efforts have been made to develop new forms of the "V" bucket to gain still higher percentages of efficiency. Whether any one form of "V" bucket accomplishes all that its sponsors claim for it can only be determined by carefully conducted scientific tests, under identical and varying conditions, and with necessary "checks" to give the resultant a standing of engineering fact and not mere guess work and theory. Until this is done, bucket and elevator leg performance will be largely uncharted ground. To illustrate the truth of this statement it may be said that not long ago there was made a drawing representing by various colored inks an elevator leg of a given capacity, each color showing the leg as it would appear if built according to the specifications of some prominent engineer specializing in the designing of grain elevators. It is said that no two of the legs corresponded at any of the most important points. Yet each engineer doubtless would insist that the leg built on his specifications would perform perfectly.

**THE V BUCKET:** The advantages claimed for the "V" bucket are increased belt speed which it permits, greater closeness of location of belt, and cleaner discharge. These factors all tend to increase the quantity of grain which can be elevated by a leg, and this increase is found to be so marked that the "V" bucket is given preference over all other types when large elevating capacity is necessary.

The "V" bucket can be operated at speeds possible with buckets of any other type, and it can be placed as close on the belt as possible. As it is obvious that it is possible to use on a belt in a given casing a bucket of given maximum length, depth and projection; and since if these buckets be of the "V" type it is possible to use more of them on a belt, it is not difficult to run them at a greater speed, it is not difficult to determine that more grain will be carried, if "V" buckets be used in place of the buckets of another type. These are the facts which engineers generally are

agreed upon. Some prefer a "V" bucket with a front lower than in the regular "V" bucket and some advocate the curving of the back to conform to the periphery of the head pulley, and it cannot be doubted that these features are desirable if not actually necessary under certain conditions. It is the opinion of at least one engineer, however, that the curving of the back does not accomplish the purpose for which it is intended, namely, better conformity to the pulley surface and less strain on the belt, for the reason that he believes centrifugal force will cause the bucket to stand out from the belt while passing the head pulley in any case, thus making the place where it is bolted to the belt the only point of unyielding pressure as it goes over the pulley.

An end section of a typical "V" bucket, together with a diagram showing the closeness of spacing possible with this type, is shown herewith. This is drawn on the scale of 2" to 1', and represents the 12"x16" bucket as made by one manufacturer. This bucket occupies 6- $\frac{1}{8}$ " on the belt and the nominal projection is 5 $\frac{1}{2}$ ". The drawing contemplates the spacing of buckets 7 $\frac{1}{8}$ " center to center; and as the bucket itself will occupy 6- $\frac{1}{8}$ " of this space it is seen that there will be only  $\frac{1}{2}$ " of blank belt space between buckets. Spacing the buckets in this manner, and using a 48" head pulley driven at 50 revolutions per minute, the indicated capacity of the leg would be 5,310 bus. per hour. In actual practice such a leg should handle 4,000 bus. per hour without difficulty. To obtain the same capacity with a leg using cups of any other type the size of each bucket would have to be much larger, because they could neither be spaced so closely on the belt nor could the belt be driven at a speed so great.

In summing up the results of a theoretical study of the performance of elevator buckets and legs, it is found that there remains great need for a careful practical investigation of the subject, and only when this work has been done and is made available to grain elevator operators and engineers will it be possible to say that all trace of doubt and uncertainty has been removed and leg construction and operation placed upon a firm foundation of known facts.

THE GRAIN DEALERS JOURNAL surely is a good paper.—Farmers Lumber & Grain Co., J. A. Drahota, mgr., Howell, Neb.

## Efficient Grain Drying.

BY TRAVELER.

If the year 1919 continues to bring forth the same high percentage of anti-baseball weather it has developed up to the present time—which is another way of saying that if it keeps on raining as it has in the past several weeks—every grain dealer in the land will become web footed. And as for the corn and wheat, they will be swimmers of the true Kellerman type, well formed and presenting a perfect appearance but with a moisture content that will make bank accounts turn pale and wax faint over night.

The elevator operator whose plant is equipped with an efficient grain drier is not troubling his mind over the prospect of another crop of high moisture tests. He knows that he is prepared to handle the grain of his customers in a manner that will be satisfactory to himself and to his patrons. The owner of the elevator without a drier is giving serious thought to the installation of a drying plant. Or at any rate he should be giving the matter serious thought.

The efficient drying of grain requires the presence of several important factors, and perhaps these can not be set out more clearly than by a review of the experience of one elevator operator who is using a Hess drier at his plant. This machine consists of the usual galvanized steel racks, with slotted shelves, having a passageway between each pair of racks thru which the operator may have access to the grain, and without coverings of wire mesh on the ends to catch dust and dirt.

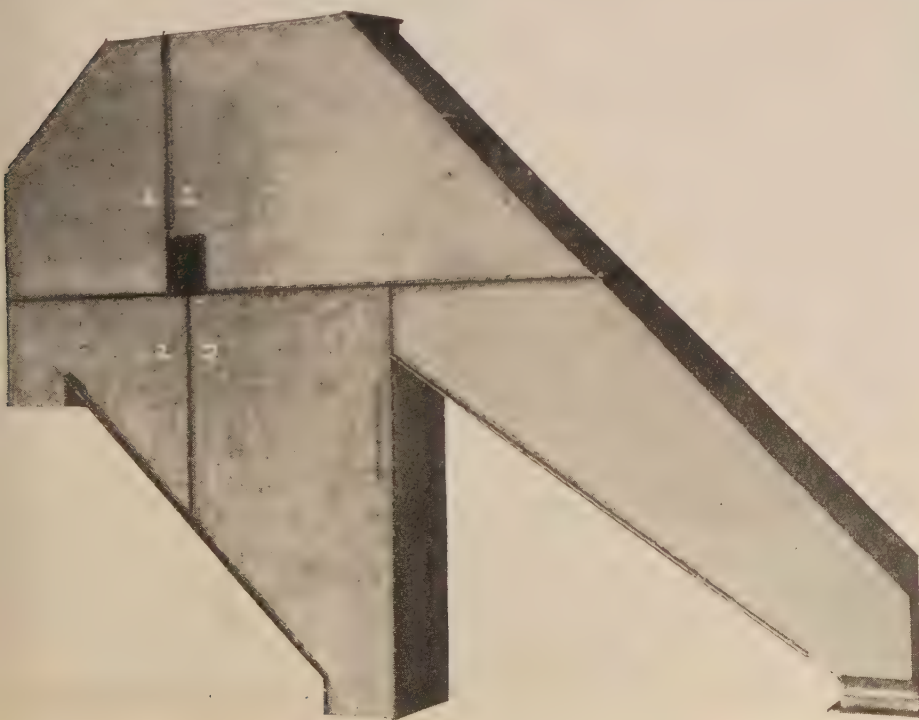
An important feature at times when a large volume of grain is to be dried, according to this operator, is the fact that he has a cooling chamber double the size of the heating chamber, and that the sections are arranged to provide for stirring and mixing the grain repeatedly while drying and cooling, thus giving uniform results.

Other operators may gain some information that will be helpful to them by knowing that this operator keeps his fans running when the grain is moving, thus losing no time and removing the dust from the room. He is especially pleased because the drier clears perfectly, retaining no grain, and that all grain is visible and accessible, as well as that he is able to operate all of the levers from one station.

There is nothing mysterious about the results which a grain drier accomplishes, although only a few years ago it was impossible to dry grain by artificial means to a point where it will contain practically any desired percentage of moisture. To give satisfactory results, and to operate economically and efficiently, the drier must conform to certain recognized principles; it must be properly installed, and correctly operated. It is clear that the drier must not injure the grain in any manner during the drying process, lest that injury more than offset the gain due to the reduction of the moisture content.

Preferably, the drier should deliver the grain in a condition as nearly like that of grain dried naturally as possible. If it fails to do this because of any failure on the operator's part he should take steps to correct his errors promptly, and the best way to do this is to learn from the manufacturer how the drier should be operated, and then do it in just that way. Generally speaking, this is a fact which applies to all machines: The maker knows more about it and about its performance than any one else. It is to his interest to see that every installation gives satisfaction, and he cannot afford to issue any item of instructions without knowing definitely that the item is correct.

A PERMANENT INJUNCTION has been granted against the Southwestern Bell Telephone Co. by Judge J. G. Slate of the Cole County Circuit Court to prevent its putting into effect in Missouri the increased rates promoted by Postmaster General Burleson.



Elevator Head Designed for High Belt Speed.



## Seeds

DALLAS, TEX.—The Southland Seed Co. is no longer in business.

LEWISVILLE, MINN.—The Farmers Elevtr. Co. will build a warehouse and will handle seeds.—F. Chord, Agt.

BALTIMORE, MD.—John J. Buffington, head of the seed house of J. J. Buffington & Co., is convalescing from a recent operation for appendicitis.

MANITOWOC, WIS.—Chas. B. Koons has left the Madson Seed Co. in order to become associated with a new firm which will erect a modern seed plant.

TOLEDO, O.—The expected liquidation of holders of May clover seed not in evidence. The corpse some people are always burying proved a boomerang in clover, and the timothy here seems to be in so few hands that

LOUISVILLE, KY.—The Chambers Seed Co., which has had offices in the Board of Trade with disconnected warehouses, has bot a building which will house its offices and jobbing departments.

THE DATE for the meeting of the Southern Seedsmen's Ass'n, to be held at Montgomery, Ala., has been changed from May 19 and 20 to May 26 and 27, the change being made because another convention is to be held on the date first selected.

AUGUSTA, GA.—There is a tragic shortage in many farm seeds because the crops of cowpeas, velvet beans, chufes and many other field crops were not gathered. Among legume crops, there will be a larger acreage of soy beans this year, because the seeds are comparatively cheap.—N. L. Willet Seed Co.

LYNCHBURG, VA.—In this section of the state there were practically no seeds saved and we have to go to the west for almost every kind of seed except corn and wheat. Tobacco is our big money crop in this immediate section.—M. B. Patteson, Lynchburg Seed Co.

ELLIOTT, N. D.—We have completed our seed house which has the most complete line of cleaning machinery in this part of the state. We clean all the seed grain for farmers within a radius of 12 miles. We make carlot shipments of seed grain to four states.—C. L. Packard, mgr., Farmers Grain Co.

SALT LAKE CITY, UTAH.—The warehouse of the Porter-Walton Co. was considerably damaged by fire the night of April 4. It started on the top floor and is thot to have been caused by friction. Some grain and seed which were stored in the building were damaged by water, but the greater portion of the stock was unharmed. The damage is estimated at \$500.

EATON, IND.—On the night of Apr. 7, our elevtr. was burglarized, 11 bus. of clover seed and 2 barrels of flour being taken. Thos. Walburn, a farmer living about two miles out of town, confessed that he was the thief and that he had also taken quantities of seed and flour prior to this time. The value of the seed taken at various times was \$1,200. We do not yet know how much flour he took.—Stiefel & Levy.

CRAWFORDSVILLE, IND.—The Crabbs Reynolds Taylor Co. is completing plans for an extension to its already large seed cleaning plant which will add about 15,000 ft. of floor space. Part of the present building will be raised two stories and an addition will be built on the south which will make of it a five-story building with full basement. New and improved processes of seed cleaning will be inaugurated and everything fitted up to meet the requirements of its national and international trade. An auto truck dump is among the possibilities, but this has not yet been definitely settled upon.

THE AMERICAN POP CORN Co. of Sioux City and Schaller, Ia., has registered "Big Chief" as a trade mark for its popping corn, under serial No. 115,711.

TOLEDO, O.—October clover seed smiled on the bulls. They were aggressive and forced some shorts to cover. Advance attracted realizing by longs and prices reacted some. Government weekly crop bulletin says there was some frost damage to clover. Some spring sown clover has been reseeded. Some sections report favorable condition but acreage generally is short. Old seed is scarce. April expired without any fireworks but cash still commands a big premium over October. Fluctuations during May and June are generally moderate. July and August frequently see large fluctuations. There is generally a slight advance during May and June. Crop still has several months to travel.—C. A. King & Co.

ALLEGING that the men who subscribed to the seed wheat fund were "wheat gamblers," the Kansas legislature refused to appropriate the \$40,000 necessary to refund the money advanced by patriotic citizens two years ago, so that each subscriber received only \$8.71 on each \$50 invested. Subscriptions were asked for then by state officials rather than to call an extra session of the legislature, to enact an appropriation bill to purchase seed wheat for the farmers in western Kansas who had already had two crop failures and were unable to buy seed for a third crop. As the state was supposed to be behind the movement, many patriotic people subscribed because they felt it was their duty to help all they could when the world was in such great need of bread, thinking it was only a loan, but the virtuous legislators "welshed" the debt.

### Seed Movement in April.

Receipts and shipments of flaxseed, timothy and other grass seeds to and from the principal markets, during April with comparative figures for April, 1918, were as follows:

	FLAXSEED.		Shipments.	
	1919.	1918.	1919.	1918.
Chicago, bus.	75,000	63,000	.....	3,000
Minneapolis, bus.	438,720	283,000	146,220	85,770
Winnipeg, bus.	163,900	430,100	.....	.....
Duluth, bus.	385,709	333,382	35,844	57,939
Ft. Wm., bus.	93,658	409,759	193,058	603,369
Kans. City, tons	.....	1,000	.....	.....
New York, bus.	3,900	.....	.....	.....
Milwaukee	19,060	13,500	1,000	.....
TIMOTHY.				
Chicago, lbs.	8,772,000	1,434,000	4,579,000	1,459,000
Toledo, bags	21,930	5,071	8,070	2,963
New York, bags	.....	.....	1,100	.....
Milwaukee	31,800	72,695	111,340	271,675
CLOVER.				
Chicago, lbs.	464,000	217,000	653,000	182,000
New York, bags	2,620	.....	.....	.....
Toledo, bags	1,294	1,887	5,491	2,593
Milwaukee	126,438	123,520	111,643	76,374
OTHER GRASS SEEDS.				
Chicago, lbs.	2,981,000	1,984,000	1,392,000	711,000
Toledo, bags	210	434	498	624

nobody is worrying. Show windows in Toledo full of seed has lost its effect apparently. Been talked about so long, and serious business not in evidence, the trade has lost interest that direction. They are now looking ahead and many expect a good business before another crop with stocks melting gradually, not quickly during the summer months. But of April deliveries were not made till the 1st day. Saved the buyers a few cents carry charges as they were not ready to ship. A few May deliveries been made but not enough to attract attention. Bulk may not come till end of May. Why they hold it one of the riddles. Perhaps they don't want to lose the seed and hoping for a break in their hedges. Any way the show down for the old crop comes this month.—J. Zahm & Co.

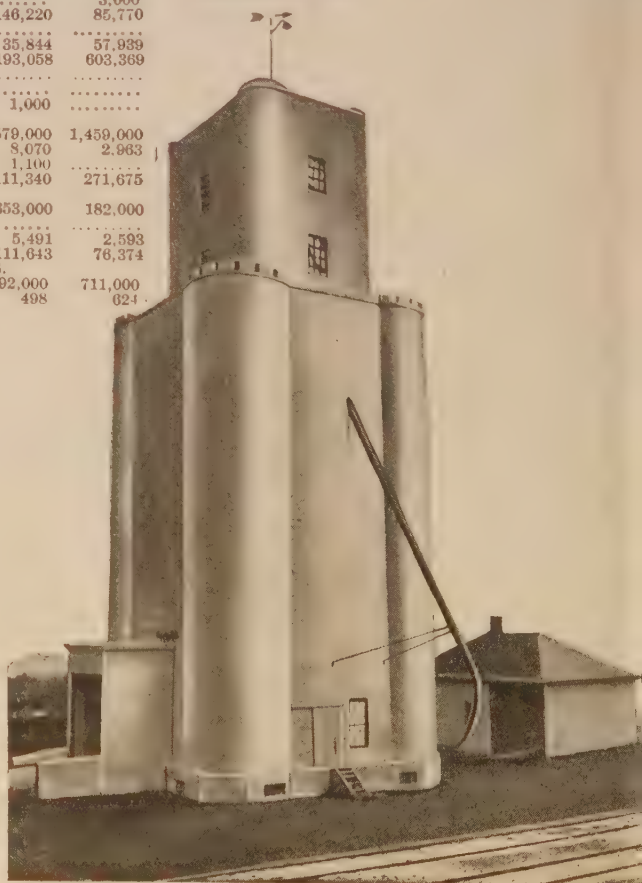
### New Concrete Elevator at Boswell Ind.

The reinforced concrete elevator shown in the engraving herewith has recently been erected at Boswell, Ind., by the Boswell Grain Co. to take the place of the company's old plant which will be razed this spring.

As shown by the photograph, the house is formed by 4 cylindrical reinforced concrete bins, these being joined by straight concrete walls to enclose the interstice, which itself is divided into 4 additional bins. This gives a total of eight bins, the outer circular one being 12 feet in diameter and 60 feet high. The combined storage capacity is 45,000 bushels. All bins are hoppers, as also is the dust and cob room.

The plant is equipped with two legs, one fitted with 9x5½ buckets and the other with 18x7 buckets, and both have casings of steel and concrete. Other equipment includes Richardson Automatic Scale No. 22 Western Pitless Sheller, No. 31, Western Gyrating Cleaner, and a 10-ton truck scale. Power for the operation of the plant is furnished by two 20-h.p. Westinghouse Electric Motors.

The elevator, together with the company's new office, was constructed by the Reliance Construction Co.



Boswell Grain Co.'s Concrete Elevator at Boswell, Ind.



## New Elevator at Absaraka, N. D.

There is an increasing demand for better and more flexible facilities for handling, cleaning and otherwise treating grain at country receiving points. Facilities merely for weighing in and out, with perhaps a cleaner for rough cleaning and scalping and an inadequate number of bins for the proper separation of grades, are not proving to be satisfactory equipment for present demands.

Progressive grain men are finding it profitable to clean their grain thoroly before shipping, thereby improving the quality of the grain and obtaining better prices for it, while at the same time receiving additional income from the accumulated screenings. And, as farming becomes more diversified and the demand for ground feeds becomes greater, grain dealers are called upon to supply these feeds to the farmers whose grain they handle. The installation of feed grinders is made necessary, and for greatest efficiency and economy the mill must be so arranged with respect to the elevator itself that it will permit the grinding of grain from the elevator stocks as well as that brought in by the customers.

Out of a long experience in the handling of grain in North Dakota, the Amenia and Sharon Land Co., whose headquarters are at Amenia, N. D., realized these things fully, and was with this experience in mind that the 55,000-bu. plant shown in the photograph reproduced herewith was planned.

This plant consists of a main elevator building, a storage annex, a feed mill, office and engine rooms, oil house, and 5-bin coal shed. On account of the ground requirements, it was necessary to elevate the driveway, but the grades were made easy, and are built between concrete retaining walls. The earth fill has a gravel top coating, and heavy pipe rails set in the concrete walls help to make it safe for teams.

The elevator rests on a concrete slab foundation, and bin bottoms are of concrete. The basement and engine room also are of concrete, and the latter has no openings directly to the driveway or the office, thus reducing the fire hazard.

The concrete basement, in which the pits are constructed, has a depth of 16' below the work floor level. At times it is subjected to as much as 8' of water pressure, but it is said to be perfectly waterproof. It extends from the driveway to the track side, accommodating the stands of lofter legs. One leg, used for receiving grain, is located on the driveway side and the other 2 are on the track side and are utilized for cleaning and shipping.

The leg on the driveway side and the two lofter legs on the track side all elevate to each of the 20 bins in the elevator and to the annex bins, simultaneously and independently, also to the Richardson Automatic Scale in the cupola and to the wagon and service bins over the feed mill by means of an Improved Double Distributor with a single spout to each bin or other point of distribution. Each of the lofter legs have 11x7 V cups on rubber belt with a capacity of 2,200 bus. per hour. There is a fourth leg with 9x5 V cups on rubber belt, used chiefly to elevate screenings and oat tailings.

THE POWER PLANT consists of a 29-h.p. Otto engine, transmitting power to a line shaft above the work floor. This shaft is supported on posts independent of the crib and fitted with keys for adjustment. Power to drive the legs is transmitted to the cupola by transmission rope, reducing the speed to the head shafts by Link Belt steel roller chain. The engine drive and all the cleaner and leg drives are fitted with friction clutches, sleeves fitted with bronze bushings. The engine is cooled by a circulating pump connected with a 5-bbl. cooling cistern built with standard manhole cover and vent pipe. The cistern is located outside the engine room, protected from freezing.

The driveway is roomy, 14' wide enclosed 54'

with an alcove opposite the scale 20' x 3'. The office is built above the concrete engine room, is well lighted and neatly finished. At the end opposite the driveway in a bay window, is located the beam of the Fairbanks coal scale. The 8-ton 16' x 8' Fairbanks dump scale in the driveway has a full platform dump with rear control and heavy oil control.

THE DEEP BASEMENT and the location of the elevator legs permit the construction of very large pits beneath the work floor and driveway. The receiving pits under the dump have a capacity of 400 bus. The pits between the elevator legs are divided into four pockets into which are spouted the cleaner separations, clean grain, screenings, seeds and oat tailings. The pits are built to draw out grain perfectly clean. The width of the basement gives plenty of room around the boots. All pit gate stems are provided with a device which holds the gates at any height but which can be released and closed instantly by a foot lever.

Choke-ups are avoided by specially designed wood boots and in order to prevent the bins from overflowing there is installed in each bin an improved electric bin alarm. This device gives warning by means of a large bell on the first floor when the grain reaches a predetermined height in the bin and the bin affected is indicated by an annunciator located at a convenient point on the work floor. This bin alarm has the advantage of assured operation and is so devised that the grain cannot clog its operation.

THE WORK FLOOR is of the Maltese cross type, 12' wide with 12' ends and 13' high, leaving ample room for future installations of machines. The 20 bins of the elevator have self-cleaning hopper bottoms, 2 bins are above the work floor and in the 4 corner bins are 4 hanging bins. Sixteen of these bins spout to the cleaner. All bins are fitted with cast iron swivel turnheads with gates operated by heavy sash cords terminating in cast iron hand pulls on which are marked the bin numbers. The hand pulls are grouped at convenient locations on the work floor. The bins are also fitted with steel ladders bent at right angles and cribbed in.

THE CLEANING EQUIPMENT consists of a cleaner and a 36"-5 apron Richardson Wheat and Oat Separator. The pits beneath the work floor are so divided that the different products from the cleaner are kept sep-

arated. The cleaned grain and the heavy screenings are elevated by the two legs on the track side. When cleaning succotash or wheat containing a large percentage of oats, the capacity of the cleaner is increased by adjusting and flooding the sieves and allowing more wheat to fall over with the oats. This mixture is then elevated to a bin above the Richardson Separator and final separation is made between the wheat and oats. The cleaned wheat going to the same pit from the separator as from the cleaner and the oats to an oats pit.

A 1,500-bu. Type Registering Richardson Automatic Scale is located in the cupola, arranged to discharge to the car spout or to several bins in the house. It can be reached by either of the lofter legs. The cleaner will be spouted to a cyclone dust collector.

The 9 x 24, two pair high Strong & Scott roller mill is located in a room between the elevator and the storage annex which may be entered either from the work floor or from the driveway. There are two service bins above the mill. Grain is sent first over a feed scalper, then thru a spout in which are set six 10 inch mill magnets to the mill. Ground feed is elevated by a feed leg to either a sacking bin or may be spouted to wagons outside.

A manlift with safety locks gives access from the work floor to the cupola floors.

A 12 inch 44 ft. spiral conveyor leads from the storage annex to leg No. 2. This is driven by a jaw clutch sprocket and chain from the line shaft.

The legs are built independent of the cribbing and carry directly the shafting, pulleys and cup belts, thus eliminating machinery trouble from crib settlement. The hoods of the elevator heads carry the distributor spouts and are telescoped. The roofs of the driveway, mill house and annex are telescoped where they meet the crib walls with a weather tight slip joint.

The plant was designed and constructed by the Hickok Construction Co.

AN EXAMINATION for scientific assistant in marketing grain, hay and seeds for planting for both men and women will be held June 4 and 5, by the United States Civil Service Commission, to fill vacancies in the Bureau of Markets, Department of Agriculture, for duty in Washington or in the field.



Well Equipped 55,000-bu. Elevator of Amenia & Sharon Land Co., at Absaraka, N. D.



# Induction Motors Best for Grain Elevators

By C. A. LOVELL

It is not possible from any compilation of existing statistics to state accurately the number of grain elevators in the United States in which power is furnished by electric motors, but for all practical purposes it is sufficient to say that the number is large, and that it is growing constantly.

The electric motor of the present is a highly developed form of power transformer. It does not create or generate power in the same sense that the internal combustion or steam engine does these things. Instead, it acts solely as an agent for the transformation of electrical energy into another form of energy which we can sense, and which we see expressed by the turning of pulleys and shafting, the driving of machines and the lifting of weights.

The two classes of electric current—alternating and direct—have given two corresponding general classes of electric motors. Each class has its uses, and for some purposes it matters little which one be chosen, but for service in a grain elevator the alternating current type is probably the only one which should be given consideration. And of the various forms of motors operating on electric current, only one is most readily applicable to the needs of the grain elevator.

THIS MOTOR is the squirrel cage induction type. One of its advantages over other forms is due to its ability to work at constant speed under great variations of load, maintaining its uniform speed even when the overload reaches the limit for which the motor was built. The extreme simplicity of the squirrel cage induction motor, its parts comprising a strongly built stator and a practically indestructible rotating element commends itself at once for elevator use. What is more to its

advantage it has no commutator, slip rings, or other form of sliding contact. For this reason it is entirely free from sparking, which is very desirable in a place where grain dust is ever present. It is well to remark that the use of a motor that is liable to emit sparks should not be permitted in a grain elevator. This fact, alone, would be sufficient to limit the choice of motors for this service to the squirrel cage induction type. Needless to say this type of motor operates on alternating current.

The squirrel cage induction motor is approved by all insurance authorities.

It is possible to use direct current motors if it be necessary to do so, but as they are always equipped with commutators and brushes or some form of sliding contact they are liable at any time to emit sparks. Insurance companies do not approve them for installation in grain elevators unless the motor itself is totally enclosed, or unless it is placed within a specially constructed fireproof housing of some kind. The expense of making an installation of this kind is considerable.

When the elevator owner has decided to install electric motors to furnish power for the operation of his plant he finds it necessary to decide upon the method of installation which he will adopt and the means he will employ for making the power available at the machines to be driven.

So far as the method of installation is concerned, there is but one worthy of attention. This is the one covered in the rules approved by mutual insurance underwriters. The rules can be obtained from the insurance companies, and they should be rigidly adhered to. Some of the requirements will seem unnecessary to the layman, and indeed the average electrician will offer advice to the effect that "this other way is just as good and will cost less," but there is a reason for every one of the rules, and that reason will be sufficient for the owner of every elevator if he learns to know it and to understand its nature.

One of the rules relates to the enclosure of wiring within rigid iron conduit. It costs more than wiring not in conduit, but conduit wiring is as safe as human ingenuity knows how to make it, whereas wiring not in conduit is comparatively unsafe. That should be reason enough to make it possible to say that every electrically operated elevator has its wiring in conduit, but a knowledge of the facts forces the withholding of that statement.

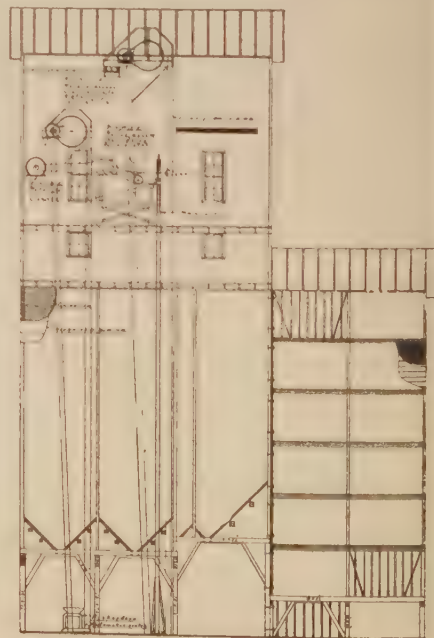
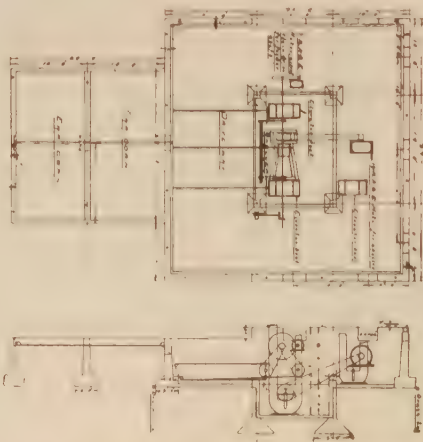
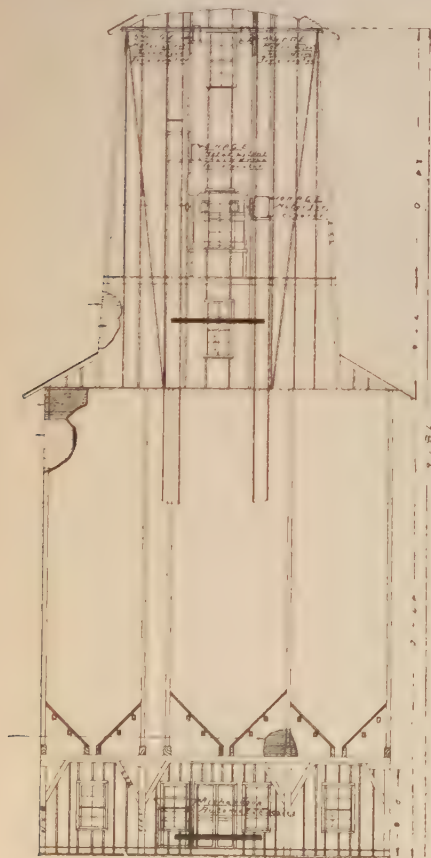
THE METHOD of applying power to machines divides itself into two general classes. These are known as group drive and individual drive. In the former a single motor is used to furnish power for several units, the

power being transmitted from the motor to the machines thru shafting, pulleys, belts, ropes, chains, etc. In individual driving each machine is supplied with a motor, usually placed near the unit, which it drives directly or thru short belt rope, chain or gears.

It is impossible to lay down any rule for either of these classes of drive is best for grain elevators. In many elevators the choice between individual and group drive must be influenced by considerations of engineering practice, and by technical questions which cannot be decided except by a careful analysis of the existing circumstances by one who is thoroughly competent and experienced in the work. The layman can not do it intelligently because it requires knowledge that he does not have. The cost of the motors and the necessary transmission equipment must be weighed against each other; the relative operating efficiency of the motors must be considered; and the physical problems must be solved before a decision can be rendered.

The use of an individual motor, either directly connected, belted, or provided with a relatively short rope or silent chain drive, will eliminate the friction loss which is inevitable where long lines of shafting or long rope or belt connections are necessary. It is quite evident that the mere substitution of an electric motor for a steam, gasoline or oil engine, using the same shafting and other transmission equipment will not alter the friction loss in the least. As power expended in overcoming the friction at shaft bearings, belts and ropes is power wasted.

A TYPICAL EXAMPLE is shown by the drawings reproduced herewith of the application of individual motor drive in a country elevator. It will be seen that this plant utilizes 6 electric motors for the following purposes: Three 5-h. p. motors for driving the same number of elevator legs; one 10-h. p. motor for driving the cleaner; one 15-h. p. motor for the sheller, and a 5-h. p. motor for the feeder or chain drag shaft. This represents total motor horsepower of 45 h. p. for the operation of 3 legs, a cleaner, sheller and feeder. This does not mean, however, that 45 h. p. is in use at all times, for when only one motor is running only one motor is using current. Nor does it follow that a motor that is doing work is using the amount of current required to develop its full rated horsepower, because if, for instance, only 10 h. p. is required to operate the sheller on certain work the motor will draw upon the transmission line for only enough current to develop 10 h. p. The remaining 5 h. p. of the motor's capacity lies dormant, or very nearly so, and is running up no cost. C.



Country Elevator Equipped with Individual Electric Motor Drive.



urse, this same fact is true to a lesser degree with any type of prime mover, but the extent of this saving is more marked with the electric motor than with any other power transformer.

It would be interesting to know the exact power rating which would be required of a single electric motor, steam or internal combustion engine, to operate the elevator shown in these drawings thru the necessary shafting, belting, etc. It is a matter of regret that exact figures cannot be obtained to represent this belting, but an attempt is made to make the best estimate possible and to draw from it whatever conclusions we may. First, it may be assumed that the power rating of the individual motors is not greatly in excess of the energy required to drive each of the machines under full load. In all probability, the necessary transmission machinery would consume as much in friction loss as is represented in any excess of power rating of the present motors. It is quite probable that a single motor or engine of not less than 45 h. p. would be needed, and there is always the possibility that 45 h. p. could not do the work under certain adverse conditions which every elevator owner must expect.

Accepting the rating of 45 h. p. for individual drive, and the same for group drive, it is found that there still remains a long list of advantages favoring the installation of individual drives.

Prominent among these features is that one, so important to the elevator operator, of greater immunity to complete shutdown due to the failure of power. If this elevator were driven by a single motor or engine, and if that motor or engine should refuse to operate, the entire plant is forced to suspend work. In the present state of its individual drive, the failure of the sheller motor will not make it impossible to load the car which the railroad has at last furnished; the failure of the motor operating one or two of the legs will not cause shelling operations to cease and make it necessary to turn grain away; while even if the cleaner can not be operated the rest of the plant can go ahead while repairs are being made. To be sure, the stoppage of even one unit might cause considerable embarrassment, but it need not cause the entire business to halt.

**THE GREATEST SINGLE ITEM** influencing the selection of individual drive in a grain elevator is the ability which it confers to use only a fraction of the total horsepower rating of the plant when only one or two machines are to be operated. In the elevator illustrated either of the legs, the cleaner or the sheller can be used while the others stand idle. This saves in the cost of electric current, and at the same time it avoids the necessity of turning shafting that is doing no work, a thing that can not be avoided with group drive.

As to the location of each individual motor, that, too, is sometimes a thing that must be decided in view of local conditions. But for all practical purposes the rule that a motor operates most efficiently when nearest to the machine it is driving is a safe one to follow. This is a fact plainly evident, because if the motor is near the machine, either direct connected or operating thru a short rope, chain, belt or gears, the friction loss is reduced as much as is possible.

Insurance companies rightly object to the installation of motors in dusty places without protection. This protection is not at all difficult to provide, and if the approved cover or housing is erected, and the motor be of the squirrel cage induction type, the insurance requirements will be fully complied with.

The nature of the work required of motors in grain elevators, especially when they are used to operate legs, makes it almost necessary that certain accessories be installed in connection with the motor. Chief among these accessories are under voltage releases and overload relays.

The under voltage release operates to trip

out the compensator switch and thus cut off the current from the motor when the voltage drops to a predetermined percentage below normal. The overload relay trips out the compensator switch when the load placed upon the motor rises to a predetermined percentage above normal, this percentage being well within the limits of safety for the motor itself.

#### Care of Motors.

Since a motor is only a form of machine, it follows that it should be given the same general careful treatment that all machines must have if they are to render satisfactory service.

**Method of Drive.**—If the motor drives thru a short belt or rope care must be exercised to ascertain that there is sufficient arc of contact on the motor pulley to prevent slipping, even if the belt or rope becomes somewhat loose. In the case of a belt it may be necessary to provide an idler pulley for this purpose.

If the drive is thru gears or chains, the gears or sprockets must be lined up properly and run freely. Binding will waste power, decrease the life of the gears, chains and sprockets, and increase the noise. If the motor and driven machine are direct connected by a rigid coupling the shafts must be aligned with accuracy; with a flexible coupling less care is necessary, but good alignment insures minimum loss of power and wear of bearings.

**Lubrication.**—It is essential in order to obtain successful operation to lubricate properly both the motor and the driven machine. Directions for replenishing the lubricant and cautions against putting oil on the motor windings should accompany each new motor.

**Heating.**—As long as the hand can be held on the windings of a motor without great discomfort, measurement of temperature is not

essential. Beyond this point it is dangerous to operate the motor until the temperature has been ascertained by the use of a thermometer, and the resultant reading should be compared with the temperature ratings applying to the motor.

**Cleaning.**—It is essential to obtain the best results from the motor that it be kept as clean as possible. In a grain elevator dust is ever present, and it is wholly impossible to have the motor as shining in its appearance as when it left the factory, but that fact should never be allowed to serve as an excuse for failure to use diligence in cleaning the motor and its surroundings frequently.

If the motor is properly selected for the work it is to perform, correctly installed, and given a reasonable amount of sensible care, it will give the elevator owner more satisfactory service than he can obtain from any other power transformer.

A CARGO of Argentine corn is on its way up the Mississippi River to Clinton, Ia., being consigned to a starch manufacturing concern. The corn was bot and delivered by water cheaper than it could be bot in the fields surrounding Clinton. Another cargo of Argentine corn is lying off the coast of New Brunswick and Chicago men are bidding for it.

A CORN BORER, heretofore unknown to this country, threatens the corn crop in the east, but so far as known has not yet reached the corn states of the Middle West. It is claimed the pest, which is a parasite, was brot to this country from Europe in shipments of hemp, the hemp being intended for rope making. A vigorous fight will be waged to keep it confined to the territory in which it was first discovered.

#### Contract for Mutual Benefit of Owner and Contractor.

To protect himself against soaring prices of materials and labor the contracting builder in many cases has bid so high that he lost the contract or the owner paid too much. To get down to a reasonable basis much construction has been undertaken on the basis of cost plus a percentage to the builder. This again led to another evil, particularly on government contracts, that there was no inducement for the builder to economize, but rather the reverse, as the greater the cost the greater his percentage.

A form of contract under which the contractor's compensation is increased for reducing the cost of the work under the estimates and under which he is penalized for exceeding the cost, recently was presented at a meeting of the Northwest Ass'n of General Contractors, by E. E. Howard, consulting engineer, from which the following is taken.

**The form of contract** which we have worked out in our company and have submitted to contractors for bids, recently, attempts to cover those several points. It provides that the contractor is to be paid the cost of the work and a fee for doing the work. It provides that, in order to have competitive bidding, each contractor will be asked to make an estimate of the cost of the work and also to name a fee for which he will carry out that work. In the particular contract before me after considering the conditions pretty thoroughly it was set forth that that fee should not exceed 10 per cent of the estimated cost. That may not always be the correct per cent, but, in order to have something to protect against a contractor coming in and saying he will bid practically nothing for the work, and an enormous fee, that limitation is included.

If the cost of the work is less than his estimated cost he should naturally receive a percentage of the profit represented by the difference between the estimated and the actual cost. That is an additional incentive and this contract provides that he should receive one-half of the profit thus effected.

If the contractor's management is such that the work costs more than the estimated cost, it provides that he shall forfeit one-half of the loss up to the maximum amount of two-thirds of his fee. This percentage of his fee was arrived at because it seemed that two-thirds of the cost would cover the overhead and interest charges and other elements of cost that could not be readily determined to put into his part

of the cost of the work. So then in case the work widely overran the cost the contractor would stand the entire cost and would suffer no loss and would not be put in the unfair position of being compelled to do the work and then to pay somebody for the privilege of doing it.

**Revised Contractor's Cost.**—You cannot be certain that the quantities are going to be just as estimated, so we have inserted a provision for making a revised contractor's cost. Suppose a structure is to cost \$50,000 and that \$55,000 is used. Now it is obviously unfair to take the cost of \$55,000 and penalize the contractor for it. In addition to the estimated cost, therefore, the contractor is to name a unit price which does not include overhead and let the unit price be used in the final statement to find out what is the correct estimated cost.

**Removes the Gamble.**—The handling of work on this sort of basis, it seems to me, removes the contractor's business from the grand gamble it has so often been. It is a question of being paid for the services rendered and for the work that is done. The engineer—and in speaking of the engineer I want to refer to the engineer who is designing for the purchaser—the designing engineer does not or ought not to pretend to be an expert on construction methods. He is an expert on design. His function and business is to see that the final structure, as it is finally built, is built according to the specifications and is the kind of structure that is wanted. The contracting engineer is the expert on engineering methods, and the less he is hampered in his work the better it is for the purchaser and the better it is for the designing engineer.

As far as the contractors themselves are concerned this form of contract is one that has served for a very large amount of work and appeals to me very much and the lawyers who have gone over it say it is all right.

I hope that there will be a possibility of the contractors explaining and showing the advantages and working out this question of the purchaser paying for what he gets and paying a profit for it. If the purchaser wants to gamble on the conditions, he should pay you for it. And if the purchaser wants the contractor to take the chances he should pay him or else he should take the chance himself, and that is what he does in the cost-plus contract.

A great deal of railroad work has been done in that way, and a contractor that does satisfactory work is handed work from time to time, but there must be competitive bidding for the best advantages. Mr. Wood, chief engineer of the Southern Pacific said one time, "I don't want any percentage work on my road at all." I asked him why, and he said, "When it is percentage work even the mules know it; it goes right down through the organization quicker than a wink; the skinner doesn't hit the mule so hard, and the mule knows immediately that it is a per cent job."



## Concrete Grain Storage.

BY JAS. MACDONALD, CHICAGO.

The elevator building season is on with a rush. Never has the demand for small granaries been so insistent and for that matter so important as it is this season. The big crop is looming up and the grain man is hunting a hole for it.

The choice of building materials for grain elevators has narrowed down to a point where concrete has little or no competition in the race for supremacy. No elevator project, big or little, is now considered without canvassing the merits and price of concrete, and the building of concrete elevators is limited only by the ability to employ skilled help for this purpose.

In this connection it would be wise to point out the absolute necessity of the concrete elevator builder knowing what he is doing. This is not a side-walk job. A correct understanding of the scientific requirements for the smallest elevator proposition cannot be obtained by rule of thumb. The writer had occasion a few days ago to inspect a concrete elevator in Indiana where the walls of the bins were thirty inches thick at the base. It was said that there was enough steel buried in this mass of concrete to build a battle-ship. It is not difficult to guess that the builder of this structure did not know what he was doing, but as the other fellow was paying the bill he had enough wisdom to play safe.

It is quite easy to find evidence of lack of wisdom and knowledge showing the other extreme. The press reports this month tabulate the failure of a number of concrete grain elevators. Undoubtedly in these cases the builders were interested in paying the bills and employed their guessing faculties in places where positive knowledge was absent, and they guessed wrong.

**MOISTURE IN CONCRETE**—One of the night-mares following the grain man with a concrete elevator is the possibility of moisture in his grain. There are many concrete grain bins that are leaking and spoiling grain today. This situation is the result of inexperience and ignorance in the prime requisites of concrete building construction. Concrete can be made absolutely waterproof both above and below ground, if the material is intelligently handled with a view to obviating this difficulty. No concrete container will be waterproof unless the walls are poured monolithic—in one piece. Concrete that is poured today and allowed to set up will not join, with perfect union, with concrete which will be poured tomorrow. There will be a distinct cleavage between the two surfaces, or at least there is a very large possibility that it will be defective. Therefore the intelligent elevator builder will make his preparations from the very start of the job to pour his concrete continuously. When once started nothing within the range of human possibility should be allowed to interfere with its progress until the top is reached.

**MOVING FORMS:** Most grain elevators are now moulded by a process of moving forms. This scheme involves the necessity of raising the form steadily at a fixed rate and keeping it continuously filled during the upward movement. The reinforcing steel is also put in place as the form goes up. It requires experience and skill to handle a job of this kind. There is no fixed rule by which any particular job can be successfully moulded with the moving form, except that the upward movement of the form must be kept going at a rate that will be in exact balance with the rate of hardening or setting of the concrete. If the motion is too fast the concrete will fall out below the form. If the motion is too slow there will be a tendency of the concrete to grip the faces of the mould in contact with the cement, which results in shattering and sometimes completely breaking the wall.

It is also evident that none but an experienced engineer can bring to the manufacture

of a mould for this purpose the fine points which experience has shown to be necessary in order to head off trouble and make the operation successful. There is the element of preparation for expansion in the woodwork of the form, which is always present by reason of its absorption of water from the wet concrete. There is the fine point of clearance in the shape of the mould. The correct proportion of surface contact and friction must be balanced by a kind of jack mechanism used. There is the necessary rigidity of the form to be provided for to head off trouble from sagging and binding and gripping the partially moulded wall. There is the absolute necessity of keeping the forms in alignment so that the wall will be vertical and true to the plan.

**POUR CONTINUOUSLY:** These things must all be foreseen and provided for with a view to continuous action night and day, Sundays, Fourth of July and everything else until the job is done. This necessitates a good organization for two or more shifts of operation during the critical time of pouring the concrete. It necessitates a well balanced judgment of the supply and handling of materials, in which the problem of continuous elevation and change of positions is ever present on the successful job.

Over and above all this is the absolute necessity of having the job designed in a practical and scientific way. The fellow in Indiana with the 30 in. wall spent money uselessly for want of intelligent direction. The fellows with the broken bins this month are spending money

uselessly for want of intelligent direction in the design. The art of erecting grain elevators or any other similar containers is an exact science not to be guessed at without taking large risks. There are risks enough to be taken in any job when the sum of human intelligence has been spent on it to the limit. To do work of this kind under a cloud of mental darkness is simply taking Fate by the throat.

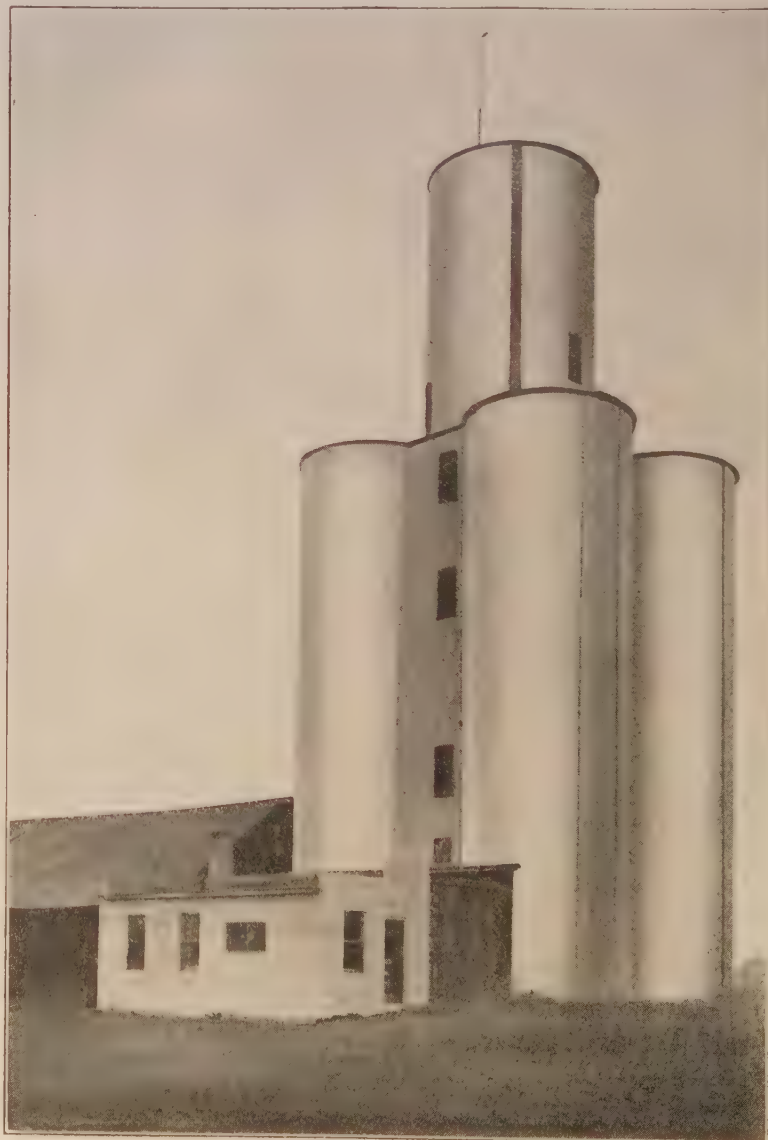
## New Concrete Elevator at Dickens,

The 30,000-bu. reinforced concrete elevator shown in the photograph reproduced here was recently erected at Dickens, Ia., by the Farmers Elevator Co. The cost, complete, was \$12,500.

The plant consists of 4 circular reinforced concrete tanks, 14' in diameter and 56' high, these tanks being connected by straight walls to form an interstice bin with capacity equal to one of the cylindrical bins. The interstices are also arranged to provide space for the stairs and other working portions of the house. A cylindrical cupola surmounts the main structure.

The foundation is of slab and girder type built on the surface. Altho the building has been loaded to capacity several times it has said not to have settled.

The equipment includes a wagon dump scale, 2,000-bu. per hour leg, Howe Dump Scale, and a 2,000-bu. Richardson Automatic Scale in the cupola. The plant is electrically operated. It was designed and constructed by A. P. Nelson.



New 30,000-bu. Concrete Elevator at Dickens, Ia.



## Protecting the Elevator Against Lightning.

the list of causes of fires resulting in the destruction of grain elevators, as shown by the records of mutual fire insurance companies specializing in the preferred risks, of this class, electricity and lightning stand third. This makes the subject of protecting the plant from fires caused by electricity and lightning an interesting one to the elevator owner. Although this subject has been given a great deal of attention only a small percentage of the elevators are properly protected.

It is admitted by practically all insurance companies and others who have investigated the matter that the related hazards due to electricity and lightning can be guarded against by conduit wiring, by using standard equipment, by enclosing motors, and by proper lightning of buildings. In the case of iron clad buildings it is believed that comparative immunity from lightning can be obtained by properly grounding the iron covering.

Lightning is the effect produced by the sudden release of electric energy through a nonconductor existing between two heavily charged electrified bodies. As a storm cloud approaches a particular spot on the earth, an attraction is set up between the electricity in the cloud and that in the earth. The two forces do not act immediately because dry air is a poor conductor and as the charge in both earth and cloud become heavier the strain between the two bodies becomes greater. The positive electricity of the cloud is pressing downward, while the negative electricity of the earth is pressing upward. If the air can hold them apart there will be no stroke, but if the forces break through the air will meet with a crash and a flash, which we know as lightning, will be produced.

There is a building between the earth and the cloud the attraction of the electricity in the cloud tends literally to "charge" the house with electricity. If, when the force finally breaks through the intervening air, the house is in the direct line of the discharge it may be destroyed or damaged by the resulting explosion or set on fire by the heat generated as the electric charge attempts to force its way through the relatively poor conducting material composing the house.

Since it is manifestly impossible to prevent the setting up of opposite electric currents in the clouds and earth, it follows naturally that the best thing to do is to endeavor so to equip buildings and other structures that they provide paths that will tend to reduce the strain between earth and cloud in the immediate vicinity of the building, thus preventing the lightning stroke. As a further alternative the equipment should be able to conduct the current to the ground safely in event the lightning discharge actually takes place.

With these facts in mind it is obvious that an electrical conductor installed upon the

building must be sufficient to carry the charge and that this conductor must be permanently and effectively grounded in the earth.

COPPER LIGHTNING rods probably furnish the best form of conductor, and when an elevator is equipped with rods, or when its iron roofing and iron siding is connected at the eaves and grounded in the approved manner, mutual insurance companies specializing in the insuring of elevators allow a credit of 10c from the base rate. This credit is sufficient in a few years to pay the cost of the equipment required to comply with the regulations, and for that reason it is a paying proposition to protect all grain handling plants from lightning.

It should always be remembered, however, that a building poorly or indifferently rodged is probably more liable to damage by lightning than one without any rodging at all, and for this reason the owner should make certain that what he gets complies with the standards adopted by those best qualified to judge of what is sufficient protection.

Although there are several points to consider in connection with the erection of lightning rods, probably the most important one is that of making the ground connections. First of all, they must be made so that the conductor reaches permanently wet earth. Usually this result can be accomplished by placing the conductor deeply enuf into the earth. The depth usually recommended is one not less than 8 feet. If the conductor can be connected to the underground pipes of a water supply system that makes an ideal ground. When this can not be done a shaft should be sunk to permanently wet earth, and a foot of its lower portion should be filled with crushed coke or charcoal. The conductor should be soldered firmly to a piece of tinned sheet copper, at least 10 square feet in area, and this should be placed on the charcoal in the hole. More charcoal or coke should be placed on top of the plate, and the hole should be filled with earth. Mixing salt with the earth will tend to keep it always moist.

If the conductor is connected to pipes driven in the earth, each pipe should have a steel point, and the conductor should not be inserted into the pipe end at the top, but should be soldered to a brass cap screwed onto the pipe. Electric current of high voltage travels on the surface of the conductor, and no attempt should be made to force it to leave the surface for the interior. The resistance thus offered to the current may cause it to leave the conductor entirely and jump to some other object nearby. The spark caused when the current leaps from the conductor to the other object may start a fire.

A good method of making the ground connection is shown in the drawing reproduced herewith. A trench is dug under the eaves to a depth of 4', and four 8' galvanized pipes, with pointed ends, are driven into the earth in the bottom of the trench at intervals of 3'. A brass cap with a 1/4" hole tapped in its top is screwed onto the top of each pipe, and a copper strip 1 1/2" wide and 1/8" thick is fastened to the brass cap with 1/4" brass machine screws. This copper strip is then continued upward a distance of 1' above ground, and soldered to the conductor. The trench is again filled level with earth. Its position under the eaves will help to keep it always moist.

I HAVE FOUND the Journal a great help.—W. G. Hall, mgr. and sec'y of Dunbar Farmers Grain Co., Dunbar, Neb.

WE GET A GREAT DEAL of valuable information out of the Grain Dealers Journal.—J. E. Heffner, repr. Pratt & Co., Frankfort, Ind.

AN INJUNCTION has been asked by the state public utilities commission to prevent the Southwestern Bell Telephone Co. from putting into effect in Kansas the increase of rates as announced to become operative May 1. The May bills, based on the new rates, have been sent out.

## Concrete Failures and Their Causes.

BY P. F. MC ALLISTER.

Within the last year there has come to our notice and personal knowledge three country elevator concrete failures in the state of Illinois, all due to poor engineering, or the fact that the elevators were built by road builders, monument men, silo builders, etc.

We believe it is high time the grain trade was enlightened on the subject and that the legitimate contractor be vindicated.

The interlopers from foreign fields have been enticed into the elevator construction field. They have secured contracts much to their benefit financially, but much to the detriment of the customer.

It is regrettable that with the Illinois laws we have to protect the people against poor buildings, that such a condition exists.

In our estimation it is high time that the concrete failures be made public; also the names of the engineers and the contractors.

We believe it is time for the Illinois Bureau of Education & Registration in our state to take a hand in these affairs, investigate the causes of the failures and place the blame where it belongs with proper penalties.

The State of Wisconsin has an engineering department that passes on every plan for a building before the work can progress. This, we believe, is a better law than ours, which merely licenses an engineer or an architect.

In Illinois after receiving his license, there is no protection to the public, as the engineer's work is never checked by a higher authority. So we say the grain dealer needs more law and more protection.

The Fairmount Grain Co. let a contract for an elevator to a road builder. He made one start above the foundation, got up a few feet and had to tear out the work down to the foundation. He made a second start, got up 10 or 12 feet, and the work was so poor that the owners dismissed him from their service, after which they let the contract to a silo builder. He finished the job in an apparently satisfactory manner, but the work does not come up to engineering standards.

The second failure was at Minier, for the Farmers Elevator company. The elevator was built in 1917 and one side fell out in 1918.

The third failure, and one which promises dire results is at Beason. This building shows cracks and leaks like a sieve and to hide these defects, has been heavily coated with a white cement paint.

It is almost impossible to get the owners to talk of their losses along these lines, except that they condemn the concrete, and not the contractors responsible for the kind of concrete they have.

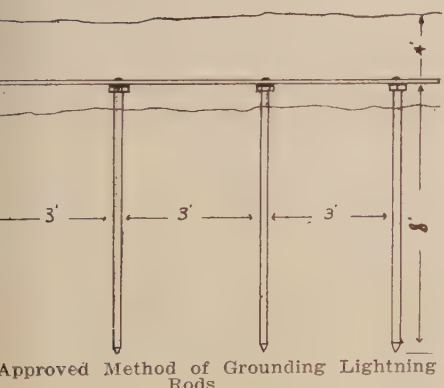
NO LICENSES will be granted by the War Trade Board for the importation of wheat or wheat flour.

APPROXIMATELY \$25,000,000 will be available by July 1, 1920, for road building in the state of Minnesota.

ONLY BLENDED FLOUR is being bot by the government for export, this order having gone out the first of the week from the Grain Corporation. The blend will consist of rye, barley and corn flours.

QUANTITIES of the common barberry, the ornamental shrub which harbors wheat rust, have been located in Colorado by government scouts. Altogether about 20,000 have been found and as fast as found are being eradicated.

THE AUSTRALIAN GOVERNMENT has sold 50,000 tons of wheat to Norway at a price equivalent to 5s. 8d. a bushel f. o. b. The wheat will be loaded in 32 steamers and four sailing vessels during the period from January to June of this year from Victoria and South Australia.





### Pitch of Car Loading Spouts.

The car loading spout which needs the assistance of a shovel brigade is not properly constructed or placed, altho it is an important matter, and one that must be solved in the erection of every grain elevator, the placing of the car loading spout is seldom given the consideration which it deserves. Too many times the other units of the plant are located first and the loading spout made to go in wherever it happens to fit. It would be far better, and would occasion a great deal less shoveling in car loading, if the length and pitch of the spout were given careful consideration along with all other features of the plant.

Usually the head is allowed to come where it is called for by the location of the leg; the distributor placed below it; the automatic scale set below the distributor, and the spout run from a point beneath the hopper into which the scale discharges. Its lower end is permitted to extend "about so far" thru the side of the house; it is cut off "where the boss made this pencil mark"; the flexible spout is attached—and the elevator operator wonders why the grain will persist in stopping as soon as it gets out of the spout end. Sometimes it does not even get that far before it stops.

Like most every other problem connected with the erection and operation of a grain elevator, this is one which has many ramifications and into the solution of which many things must enter. Briefly stated, the proposition is to pitch the spout at the angle that will give the grain the highest rate of momentum at the instant it leaves the end of the flexible spout.

Other things being equal, the highest rate of momentum at the point of entrance into the flexible spout would be attained by grain falling perpendicularly. But it is momentum at point of flexible spout discharge which is desired, and as the flexible spout attached to the end of a perpendicular down spout would form practically a right angle when

extended into the car, it can readily be seen that a perpendicular spout is out of the question. This is true because the falling grain would lose all of its momentum attempting to make the abrupt turn at the point of joining of down spout and flexible spout, and very little of it would get into the car at all.

Obviously, therefore, the correct pitch for the down spout is that which will, when the flexible spout is in position in the car, give a path of travel from scale or bin to point of outlet that is most nearly a straight line. This angle can not be the same for all elevators, because the height of rise is not the same in all houses; nor can it be the same for all cars, since not all cars have the same height. It is necessary to strike an average in this, and in making the studies which lead to the preparation of the drawing that is reproduced herewith, the White Star Co. has determined that the average height of top of car door is 12 ft., and the average distance from a line drawn at right angle to the rail is 2 ft. With this as a basis, the diagram was made up and the rules formulated.

The information contained in this drawing should prove of value to those who are not able to load cars without considerable shoveling, as well as to those who contemplate erecting new plants.

Spouts should be deep enough to permit the passage of the air displaced by the falling grain above the stream of grain, otherwise an air cushion will be formed and the fall of the grain retarded. One elevator built in Chicago 15 years ago delivered grain to cars so slowly its owners spent over \$10,000 in changing the size and pitch of its four loading spouts and thereafter were able to load 22 cars an hour instead of 14 to 16.

THAT the acreage usually devoted to corn, beans and other food articles will be cut 25% by the increase in the wheat acreage, due to the high price of that product, is claimed by the members of the Cannery Ass'n.

### Movement to Beautify Elevator Premises Progressing.

The exhortation to "Brighten the Corner Where You Are," is being taken literally, not only where the home fires burn, but in the business marts of trade as well. In the cities, gay window boxes flaunt their brilliant colors, while in many stores great hanging baskets—even if the contents are artificial—gladden the eye. In the smaller towns and villages electric light posts are vine hung and the streets are often flanked with tubs or boxes of plants and vines. Even those "soulless corporations," the railroads, are transforming their country stations once more ugly blots on the landscape, into veritable oases.

But the railroad station's nearest and usually most unattractive neighbor, the elevator, has been rather neglected in the "brightening" process. Some progressive elevator operators, however, have joined the movement early, making beauty spots out of what seemed the most hopeless sort of material. The movement, moreover, is growing judging from reports which are coming to the Journal. Some instances are mentioned below.

The Clifton Mill & Elevator Co. of Hill, Tex. has set out a row of shade trees along the front of the block of land on which the plant is located.

The Aldrich Grain Co. at McLean, Ill. under the artistic planning of Mrs. H. M. Palmer has graded the three irregular plots of ground that surround its plant. The driveways are outlined with bushes while shrubbery is massed around the curving ends and against the foundations of the building. Among the shrubs used are wild crab, plum, prickly ash, dogwood, redwood, pussy willow, sumac and several other varieties many of which are indigenous to that part of the state.

At Morristown, Ind., Patton & Zike, under the active leadership of their manager, W. W. Bovard, have soddied the ground around the elevator and have placed urns, made of cement and cobblestones—materials they had at hand—which will be filled with plants and vines. An old tree stump has been utilized as a flower bed laid out, the whole making the place so attractive that property owners throughout the town are following their lead.

Environment is a strong force in character molding. It's hard to be a crab when, each time you raise your eyes, a gay hollyhock nods a friendly greeting and it's equally difficult to wax profane with Farmer Jones, or kick the office cat, with a bed of pansies lifting reproachful faces every time you pass. Therefore for sheer restfulness on a crowded wearisome day, there is nothing to compare with glimpses of green shrubbery in your immediate line of vision.

So brighten your corner, Mr. Elevator Man. You will get no larger returns in satisfaction from any other investment. The cost is negligible and there is no government tax to pay. The movement is one which the Journal heartily approves with the hope that by another year, unattractive elevator grounds will be the exception instead of the rule.

Two of the largest Minneapolis mills have withdrawn from the flour market, the first time in history.

FRANCE bought 149,250,000 bus. of wheat at an average price of \$2.81½ and resold it to the people at \$1.95½. Great Britain has just fixed the maximum price of flour at \$5.11 per barrel.

DURING the month of April, 6,000 bus. of kafir corn were received at Wichita, Kan. compared with 20,000 bus. during the corresponding month last year. Shipments were 6,000 bus. this April and 20,000 bus. in April, 1918.

TERMINAL ELEVATOR operators of the country recently held a meeting in Chicago. No questions were taken up, the members preferring to "mark time" until they receive further instructions from Julius H. Barnes. E. P. Peterson of Omaha is president of the ass'n.

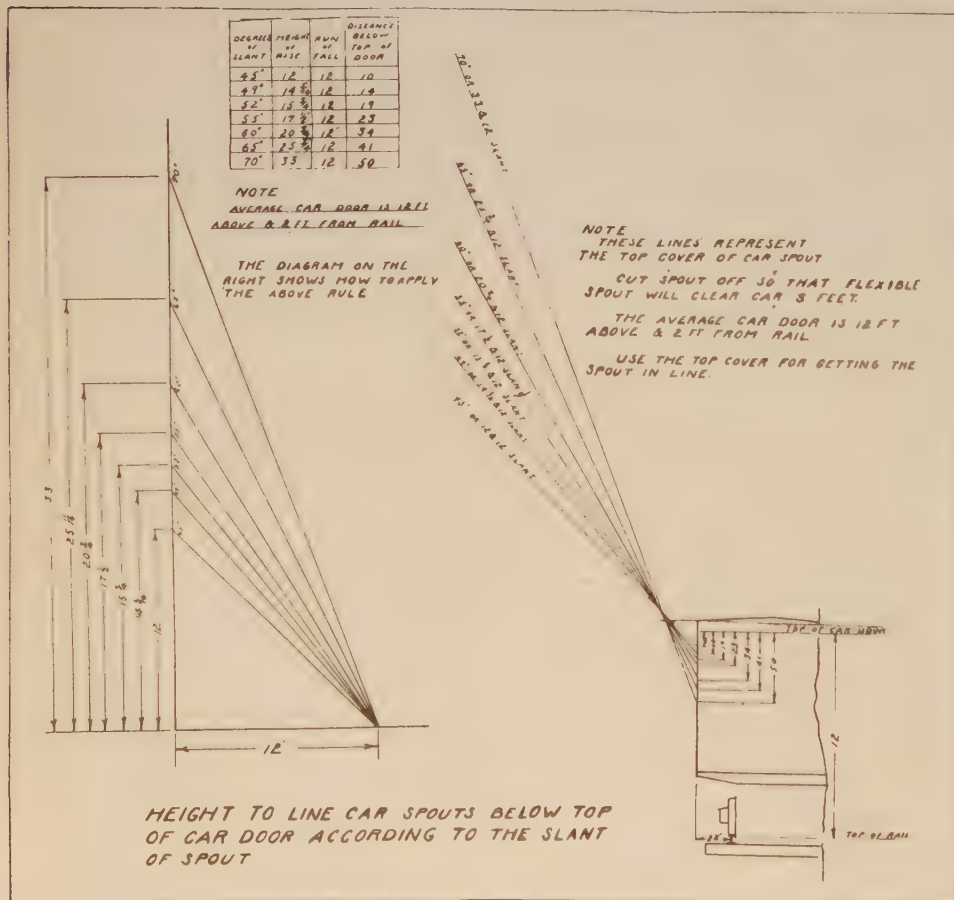


Chart for Lining Loading Spouts to Obtain Efficient Discharge Into Car.



# Illinois Association Holds Splendid Meeting at Peoria

The 26th annual convention of the Illinois Grain Dealers Ass'n was held May 6 and 7 at Hotel Jefferson, Peoria. The first session was called to order at 10:20 a. m. May 6 by Pres. I. McCune, of Ipava, and after the invocation by Rev. B. G. Carpenter, of Peoria, Mayor N. Woodruff welcomed the dealers to the

the city's chief executive expressed the belief that the meeting would have before it for solution greater problems than in any previous year; and he paid a glowing tribute to the Peoria Board of Trade by saying that when anything requiring "red blood" is to be done for the city they call on Board of Trade members to do it.

In his annual address, Pres. McCune outlined some of the matters to come before the convention. In closing his address, he said: "In common with all business, we today face many problems. The country seems to be going thru a series of economic pains. However, our faith should not falter, because undoubtedly we will come thru successfully, and labor, capital and industry will each receive its just reward."

The following annual report was read by Secretary W. E. Culbertson, of Delavan:

## Secretary's Report.

Probably not in the history of this Ass'n have conditions affecting the grain trade been so abnormal, and business more adversely affected by rules and regulations than during the past year. That the trade is not in a chaotic state speaks volumes for the business ability and the character of the men comprising it.

The Bureau of Legal Advice, presided over by Attorney Wm. R. Bach, of Bloomington, has been of great benefit, not only to the members at large, but to me in the consideration of the various questions perplexing the trade. The Claims Bureau in spite of the unfavorable attitude of the carriers, has been very successful. I know that there is a tendency on the part of certain claim agents to suggest to members that it would be as well for them to make their claims direct, but with no intention of boasting, it is a fact that we have been able to collect claims that the ordinary shipper cannot or at least, does not.

The Scale Dep't has not been all that it should be during the past year, due to a lack of efficient inspectors and a greater number of tests than ever before. However, we will be caught up with the work, and hope to be of greater service than ever before.

The Arbitration Com'te has been called upon seldom during the past year for the settlement of trade difference, which speaks highly only for our members, but for the grain trade as a whole, as our members have conducted in nearly every terminal market.

The Monthly News Bulletin, issued on or about the first of each month, is intended to keep our membership up-to-date and informed on matters affecting the trade. It should in this sense be considered as taking the place of regular trade journals, however, and I suggest that you be the reader of at least one of the paper.

**Membership:** During the current year fifty-five new members have been added to our membership, and after deducting a number of expirations on account of members disposing of their businesses, we now have a total of six hundred and one, a net gain of twenty-five.

Even local meetings have been held, with an aggregate attendance of over one thousand. Two mass meetings of the Ass'n were called at Springfield after the Food Administration Corporation issued the ruling fixing eight cents and freight as the buying margin for the wheat crop.

## Financial Statement.

### Receipts.

Balance on hand May 1, 1919.....	\$ 411.76
.....	\$6,504.75
Membership fees .....	170.00
Contribution fees .....	45.00
Directory Advertising .....	1,789.25
.....	1,418.33
.....	57.35
.....	167.12
.....	675.72
<b>Total .....</b>	<b>\$11,239.28</b>

Disbursements.	
Office supplies .....	\$ 310.14
Officers expense .....	1,282.03
Postage .....	655.07
Scales .....	117.61
Annual convention .....	121.45
Rent .....	195.00
Refund .....	34.22
Telegraph, telephone, express, etc. ....	109.93
Assistant secretary .....	1,175.00
Printing .....	419.11
Secretary's salary .....	2,100.00
Secretary's expense .....	622.45
Directory .....	1,028.63
Dues to National Association..	401.00
Arbitration .....	25.08
Payment of note due to 100 Club .....	500.00

Balance on hand May 1, 1919.....\$ 2,102.56

In the absence of Treas. William Murray, Champaign, his report was read by Miss Murray, his daughter.

The report of the Finance Com'te, showing the reports of the Ass'n's financial condition, as given in the reports of the sec'y and treas., to be correct, was read by Sec'y Culbertson for Chairman Harry Allen, Broadlands.

The following committees were appointed by Pres. McCune:

**Resolutions:** Chairman, B. S. Williams, Sheffield; L. A. Tripp, Assumption; R. F. Wrenn, Roanoke; H. I. Baldwin, Decatur; J. W. Radford, Chicago.

**Nominating:** H. A. Hillmer, Freeport; C. F. Scholer, Bloomington; C. Chase Savage, Virginia; W. S. Miles, Peoria; E. A. McKenzie, Moweaqua.

An address on "Legal Matters in Connection with the Grain Business" was delivered by Wm. R. Bach, attorney for the Ass'n.

In beginning his talk, Mr. Bach touched upon two old problems that have received much attention by the Ass'n in the past few years. These are the questions of car distribution and loss and damage claims. The several steps in each of these cases were outlined, and the difficulties that had been encountered were explained by the speaker.

As to car distribution, Mr. Bach said that this is now before the Interstate Commerce Com'n, and that undoubtedly a rule will be promulgated shortly. "It is impossible to say what the exact nature of the rule will be, or what the Railroad Administration will say about it; but when the railroads go back into the hands of their owners that rule will be in effect."

Mr. Bach spoke of two bills now before the legislature, one fixing a penalty of a certain amount of money on claims not paid within a certain time, and the other carrying out by act the intent of the Illinois Supreme Court in the Shellabarger case making an affidavit of weight prima facie evidence of the weight of grain in a car instead of absolute evidence. He urged support of both bills.

With reference to the questions connected with leases of railroad right of way, Mr. Bach said:

"You must get off the right of way or be cursed forever. You give up everything by signing one of these cut throat leases. The Cameron case, decided by the Supreme Court of the United States, fortifies every man who moves off."

**A Dealer:** We had a 5-year lease with the T. P. & W. When 2 years had expired, they raised the rental. Can they change the terms of the lease in that way?

**Mr. Bach:** The lease probably has a cancellation clause under which they can do it. Every dealer should look for a place off the right of way to which he can move. If we can get the matter before some tribunal or institution we could get proper valuations and rentals. But you can not get an impartial investigation now.

Pres. McCune: What is the remedy for these things?

**Mr. Bach:** To get the railroads back into the hands of their owners under jurisdiction of the Interstate Commerce Com'n.

E. M. Wayne, Delavan, made a short statement of the origin and work of the com'te of which H. L. Goemann, Mansfield, O., is chairman, which is working on the handling of loss and damage claims.

Adjourned for luncheon.

## Tuesday Afternoon Session.

The meeting was called to order by Pres. McCune at 2:20 p. m., and the Hon. W. J. Graham, an Illinois member of congress, was introduced.

Mr. Graham delivered an address in which he discussed many of the important problems confronting business and the world. First he spoke on conditions in Europe, where he recently visited. Following this, he explained something of the things which took place in Congress at the time of the passage of the Food Control Bill, the Railroad Control Bill, the Wire Control Bill, the Draft Act, and other war measures. He showed why it was neither desirable nor possible to have adopted a different course than that followed by Congress, but he decried the spread of the present feeling that individualism be curbed and communism or government control substituted in its place.

Speaking with special reference to the administration of the Food Control Law, he said that some things have been done which it is not wise to continue, and expressed the opinion that the government should "take its hands off and quit meddling, for as long as we tinker with things they will be out of order."



F. G. Horner, Lawrenceville, elected pres. Illinois Grain Dealers' Ass'n.



Government control of the railroads came in for a great deal of vehement denunciation by the speaker, who showed that 44 out of the world's 77 governments have tried it at some time in their history, and that none have made it successful.

"Congress," he said in closing, "should go back and take up a pruning knife, and with it lop off every war activity and let nature take its course. I am tired of this trying to 'fix' things."

Upon motion of Victor Dewein, Warrensburg, the Ass'n heartily thanked Mr. Graham, and endorsed the sentiments which he had expressed.

Adopting the practice of Rotary Clubs, each person present was asked at this time to arise, and to state his name, firm connection, and address. This had the effect of making everybody feel acquainted with everybody else.

Chas. Quinn, Toledo, O., sec'y of the Grain Dealers National Ass'n, spoke on present conditions in the grain trade and in business generally. Speaking with special reference to the condition of industrial unrest which exists, he said that undoubtedly much of it is due to the inflation of the currencies of the world and that until such a time as we and Europe can get relief from the load of debts there will be unrest.

Mr. Quinn spoke briefly upon the effort being made to prepare evidence to submit to Mr. Barnes showing the cost of handling wheat at country elevators.

In submitting the report of the Crop Reporting Com'te, H. I. Baldwin, of Decatur, its chairman, said that its activities had been greatly curtailed during the year, and asked the Ass'n to indicate whether it is its desire that the com'te be continued.

An address on "Physical Reconstruction Following Industrial Accidents," was delivered by K. M. Bickel, of the Integrity Mutual Casualty Co.

The speaker asserted that Bolshevism is here—in every plant—and that it is the most dangerous thing in American life. Unrest, he said, has existed for several years, and it cannot be cured by paying higher wages or giving bonuses, for the reason that a man's heart can not be bought by money, while it can be won by humanitarianism.

He linked up the work of his company in rehabilitating injured employes with the large scheme of humanitarianism which he advocates as the remedy for present radical tendencies.

The following report of the Arbitration Com'te was read by H. A. Hillmer, Freeport, chairman:

#### Report of Arbitration Com'te.

The com'te has been called upon to act upon only three cases during the year. The first

case considered was that of the American Hominy Co., of Indianapolis, Ind., vs. Harvel Grain, Hay & Supply Co., of Harvel, concerning a difference existing relative to the cancellation of contract and a balance claimed as due of \$1,222.18. The com'te found in favor of the American Hominy Co., the plaintiff.

The second case considered was that of the Henderson Elevator Co. of Henderson, Ky., vs. Hasenwinkle Grain Co., of Bloomington, relative to a balance of \$428.50, involving a cancellation of contract. The com'te found for the Hasenwinkle Grain Co., the defendant. Both of these cases were decided Sept. 26, 1918.

The other case before the com'te is H. C. Carson & Co., of Detroit, vs. Hasenwinkle Grain Co., of Bloomington, concerning a balance claimed as due of \$3,858.35, involving the cancellation of contracts. This case is still before the com'te, owing to the granting of an extension of time to the defendant to present his case.

It is suggested that all dealers carefully read the trade rules, which are found in the directory of the Ass'n, as all disputes are due to a lack of knowledge of the rules of the trade, and with a better understanding of these rules, most all cases referred to the Arbitration Com'te might be avoided.

E. M. Wayne, Delavan, chairman of the Executive Com'te, read the following report for that com'te:

#### Report of Executive Com'te.

In years past the executive com'te has been compelled at frequent times to expell members who refuse to abide by the rules and the by-laws of the ass'n, but this year the com'te has very little to report so far as it affects the personnel of the Ass'n. We are pleased to say that no member has been asked to withdraw or been expelled on account of any fracture of the rules this year, but on the contrary several members have been reinstated on their own request. This indicates a very healthy condition of the organization.

After hearing the report of the treasurer you should feel gratified in the fact that there is an unusually good balance on hand and no doubt it causes you to wonder how this condition has been brought about. The reason for this condition is that the officers of your ass'n determined at the beginning of the year that strict economy should be observed so that there would be money available to oppose in a legitimate way any movement that might interfere with the grain trade.

It has been apparent for some time that certain elements and interests have been quietly working to undermine the country elevator business, thereby eliminating to a great extent the middleman or in other words bringing the producer and consumer closer together. These ideas have to some extent originated at Washington and also certain publications have advocated similar ideas.

The members of the organization must remember that we are fast approaching a period of readjustment and reorganization in business affairs and that there will be more demands made upon the ass'n than ever before, hence it is necessary to have sufficient funds to carry on any activity that seems to be required to protect the interests of the trade. You have always been very liberal in the past and there is no question but what you will continue your liberality in the future and during the period of readjustment which will surely come within the next year or two more demands will be made on you.

Your ass'n took the initiative in the movement to find out how the 1919 wheat crop is to be handled by the government and also as to what compensation is going to be allowed and what protection the country elevator is to have on the guaranteed price when handling same. I regret very much to say that I am fearful that the government is going to be rather dilatory in this matter as I have information which cannot doubt as being official that the matter is not going to be considered before some time late in May, which in itself indicates that we are slowly drifting the same way we did last season and no one will know what to do how to do it until the movement of wheat is upon us.

Illinois was more effected than any other state last year as far as being compelled to make refunds and I hope if nothing is done by the Grain Corporation to indicate what it shall pay for 1919 wheat crop that the Illinois dealers will not be made the goat again.

The report of the Claims Com'te was submitted by Thurman E. Hamman, Milmine, in the absence of C. Chase Savage, of Virginia. The report follows:

#### Report of Claims Com'te.

The Claim Bureau, during the fiscal year ending May 1, 1919, handled a total of 1,141 claims, of which 484 were filed during the year and 892 carried over from preceding years. Five hundred and two claims have been collected, 264 rejected, and 610 are yet in the process of adjustment. The total amount of claims paid is \$19,023.50. Fees collected, \$1,418.33; fees not paid, \$484.02.

In the absence of M. C. Hobart, Moline, chairman of the Scale Com'te, that com'te's report was read by Sec'y Culbertson. The report follows:

#### Report of Scale Com'te.

We cannot report as much scale work done this year as last for the reason that Mr. Sowa was in the army, and Mr. Betzelberger was compelled to give the greater part of his time to other business. This left Mr. Anderson practically working alone, and the field was large for him to get over.

During the ten months that this report covers, the inspectors visited 211 towns, and tested 382 scales at a salary of \$1,675.50, or an average fee, including time, of \$4.38 per scale gone over. The total traveling expenses for the year were \$977.55, or an average of \$2.54 per scale.

Total repairs as furnished by the inspectors including new steel for bearings, pivots, nut irons, etc., amounted to \$149.25, an average of about 40c per scale. This does not include lumber, material to repair foundation, or steel that could be secured from a local blacksmith, and includes only the steel that was hard to get and was necessary for the inspector to carry.

The war over and Mr. Sowa back at work and the sec'y's office located in the scale meeting town, we will be in much better shape to handle the scale business the coming year, so send in your requests for scale inspection early, and have your scales gone over at least once a year. At an average cost of \$6.92 to test and put your scale in good shape, you cannot afford at the present price of grain to not have your scales gone over and know that they are weighing correctly.

One meeting of the Scale Com'te was held during the year, at Peoria, Feb. 5th, and this meeting the fee for testing the scales of non-members was raised to \$5.00 per scale, the rate of \$4.00 for the first scale and \$3.00



First Section Cirkut Fotograf Illinois Grain Dealers Ass'n at Peoria, Ill., May 6, 1919.  
Foto by the Nash Studio, Peoria.



tional scales remaining the same for mem-  
The charge for repair work was raised  
non-members also, from 75c to \$1.50 an  
The sec'y was authorized at this meet-  
to purchase additional test weights which  
been done.

A. Rumsey, Chicago, chairman of the  
Traffic Com'ite, said that com'ite had little to  
report, and in a joking way stated that he felt  
things would be all right if the control of  
roads were only transferred from the Rail-  
Administration to the Traffic Com'ite of  
I. G. D. A.

P. Harris, Auburn, being absent, no re-  
was submitted for the Legislative  
Com'ite.

L. Christy, of Viola, gave orally the re-  
of the Membership Com'ite, making an  
plea that each member bring in a  
dealer during the ensuing year.  
adjourned.

## Entertainment.

On the evening of the first day the Peoria  
Board of Trade entertained the association  
their wives in the Gold Room of the Jef-  
son Hotel.

The Local committee consisting of H. H.  
ey, A. G. Tyng, Geo. L. Bowman, L. L.  
ss, A. C. McKinley and W. S. Miles, pre-  
ded a very enjoyable evening. While the hall  
filling McConnell's orchestra played "Go-  
Up."

Mr. Harwood then welcomed the guests and  
requested them to return next year for their  
annual gathering.

The Rotary Club Quartet followed singing  
"After You've Gone Away," showing that they  
would miss the guests. The quartet's sing-  
was splendid and they were encored many  
times during the evening.

Mr. Harwood introduced Rowan Ray, Presi-  
dent of the Rotary Club, who spoke on "First  
thing and then another." His stories were  
sing and entertaining, and he stuck close  
to his subject.

More music followed Mr. Ray's talk, the  
Peoria Musical Misses—six of them—was  
final number on the program.

Dinner was then served in the Palm Room  
of the Indian Room.

## Wednesday Morning Session.

The meeting was called to order at 10:10  
a. m. by Pres. McCune, and P. E. Goodrich,  
Chester, Ind., pres. of the Grain Dealers  
National Ass'n, was introduced.

Mr. Goodrich had been scheduled to speak  
on "Why We Organize," but after touching  
on this briefly, showing that trade or-  
ganizations date back to the earliest begin-  
nings of history, he disgressed. He launched  
upon a consideration of government con-  
trol of the railroads, presenting many argu-  
ments against that control. Then he spoke

against government control of the telegraph  
lines, showing the present inefficient condition  
of that service, and said that with continued  
government control of railroads it is conceiv-  
able that someday, for political reasons, the  
railroads may fall into the hands of a man  
who will conduct them as unsatisfactorily as  
the wire lines are now being handled.

Taking up the subject of handling the 1919  
wheat crop, Mr. Goodrich said that the work  
already done shows the average cost to handle  
wheat thru a country elevator is about 10c  
per bu. He announced the meeting to be held  
in St. Louis the next day to go over the fig-  
ures again preparatory to appointing a com'ite  
to submit them to Mr. Barnes, and said that  
he hoped to see Mr. Barnes within the suc-  
ceeding 10 or 15 days to arrange for a later  
conference with the trade to arrive at a final  
decision.

Homer J. Smith, of Chicago, attorney for  
Williams & Williams, of Colmar, in the con-  
troversy with the Food Administration Grain  
Corporation growing out of the 8c retroactive  
gross margin rule, spoke on that case.

Mr. Smith first denied the untruthful and  
mistaken published articles, rumors, etc., cir-  
culated regarding this suit in many daily news-  
papers and some trade publications.

The speaker stated that he first became in-  
terested in the matter from a legal stand-  
point, and later this interest was quickened  
because he thought certain things in connec-  
tion with it were not fair. He denied that  
the suit had been dropped because there was  
no cause for action, and said it was not  
thrown out of court by Judge Landis; that,  
in fact, Judge Landis had nothing to do with  
it, and was sitting in court in another city  
when the case was dismissed in Chicago by  
Judge Carpenter.

The case was reviewed at length by Mr.  
Smith, its various legal aspects being taken up  
in turn and discussed. He said that after the  
temporary restraining order was issued and  
the Food Administration had been called upon  
to show cause why this order should not be  
made a permanent injunction, an attorney for  
the Food Administration told him he thought  
the action taken had placed Williams & Wil-  
liams "into some awful trouble." This the  
Food Administration attorney explained by  
referring to Section 17 of the act, which makes  
it a violation to impede the Food Administra-  
tion in carrying out the Food Control Law.

"In conference they shot law at me," said  
Mr. Smith, "they even asked me what kind  
of a patriot I was to do a thing of that kind.  
I informed the gentlemen who was speaking  
to me that he had said enuf, and he said no  
more. The representative of the Food Ad-  
ministration admitted that Williams & Wil-  
liams could not be compelled to make the re-

fund. Then the question of the cancellation  
of their license came up. We felt that, as they  
had power to cancel the license, and as we be-  
lieve no man should be compelled to do busi-  
ness at a loss, it was better to quit business  
than to go ahead and lose money. So I ad-  
vised my client to ask the Administration to  
cancel the license and it was done."

Mr. Smith denied emphatically that Williams  
& Williams had been proven to have taken  
unjust profits; denied that any attempt had  
been made to prove that they had taken un-  
just profits. He said that the fairness or un-  
fairness of a profit is a matter of fact to be  
decided upon the evidence surrounding each  
case by a jury, or at least by a judge, and that  
nothing of this kind had been done—no evi-  
dence regarding the fairness or unfairness of  
the profits taken having come before any  
court.

Mr. Smith made it quite plain at several  
points in his address that he was not there  
to advise any dealer in his individual case,  
and impressed upon those present that what he  
said applied to the Williams case and to it  
only. He showed that each case must be  
handled upon its own merits, in the light of  
conditions which might be peculiar to it, and  
that these conditions must be studied before  
an opinion or advice could be rendered.

In closing Mr. Smith denied that Williams  
& Williams had made any refund to farmers.  
He also denied that they had made any con-  
tribution to a charitable organization in lieu  
of a refund; and stated that he did not think  
there is any reason why a refund should be  
made.

Pres. McCune: Do I understand your atti-  
tude to be that the whole question of profits  
would hinge upon a decision of a court as to  
fairness or unfairness?

Mr. Smith: Absolutely.

A Dealer: Why did you present a motion  
asking that the suit be dismissed?

Mr. Smith: Just because they admitted  
they could not make Williams refund. But  
they could revoke his license, and as he could  
not do business at a loss we asked to have  
the license cancelled, and he quit business  
until such time as he can do business without  
a license.

Lee G. Metcalf, of Illiopolis, Ill., who was  
to have presided at a round table discussion  
of the handling of the 1919 wheat crop, was  
prevented from attending on account of the  
illness of Mrs. Metcalf. In his absence F. G.  
Horner, of Lawrenceville, presided at this  
session.

Chas. Quinn: Why is it that in Ohio and  
Indiana and some other states there were no  
complaints on the 8c gross margin order on  
the 1918 crop? Why did the Corporation ap-  
parently have one policy for one state and



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another for other states? Was it not that Illinois was a local matter because of individual zone agents?

Others spoke of the lack of uniformity between zone agents.

W. K. Mitchell, Chicago: Yesterday in Chicago it seemed as if Mr. Barnes has changed his attitude regarding the handling of the 1919 crop. He said they will make some rules May 13 that will enable every dealer to handle his business intelligently and profitably. If he does as he appears now to be planning to do it will not be handled like the 1918 crop. I think he has changed his ideas recently.

Sec'y Culbertson: In compiling the data regarding costs of handling in conjunction with Sec'y Riley of the Indiana Grain Dealers Ass'n, I learned something of the way things were done in that state. They had a miller and grain dealer by the name of Carl Sims, of Frankfort, Ind., in the office of Dr. Barnard, state food administrator. He was paid to stay there by the grain dealers and millers ass'ns of the state and his duty was to advise Dr. Barnard on matters relating to the conduct of the grain business. He did this, and the Philadelphia office of the Corporation listened to him. If we had had zone agents who would have listened we would have been in Indiana's condition.

In some states they would feel lucky if they had received 8c for handling last year's crop. The cost in Kansas was less than in any other state; and Kansas dealers furnished their cost statements in excellent condition, but Illinois dealers did not do so well.

P. E. Goodrich: It will be difficult to fix a margin per bushel that will be fair to everyone. If profits are to be limited they should be limited to a percentage of the annual turnover. Cost is a local question and it can not be made a national one.

Mr. Horner: Every dealer should watch carefully at the start of the crop movement and not be too anxious to pay the big premiums that they obtain.

J. W. Radford: There should be more uniformity regarding the issuance of permits than there was last year, if they are used on the 1919 crop.

Mr. Horner: If a carrying charge is paid to farmers and country dealers it may not be that the movement will be great enuf at any time to require the use of permits.

Mr. Goodrich: Mr. Barnes' assistant told me they would like to handle on some system other than the permit system if it can be done.

Victor Dewein, Warrensburg: H. A. Rumsey, of Chicago, has a matter that he wishes to present.

Mr. Rumsey was asked by Pres. McCune to state his case, and he did so. Not only that, but he asked Pres. McCune to stand while

the case was being stated. Then Mr. Rumsey launched upon an address in which he paid glowing tribute to Pres. McCune for the work which he had done for the Ass'n, and for his devotion to its interests. Unwrapping a small package which he took from his pocket, Mr. Rumsey held aloft a beautiful scarf pin set with a pearl surrounded by diamonds, and this he presented to Mr. McCune on behalf of the Ass'n.

Pres. McCune thanked the members of the Ass'n for their many kindnesses, as well as for this latest expression of their high esteem; and he said he hoped fervently the representatives of the press had not failed to get every word of Mr. Rumsey's speech in order that he might preserve it so that it could be handed to the minister who would be called upon to speak over his body when it had been placed into its last resting place, as that minister would then know just what kind of a man he had been.

The report of the Resolutions Com'te was read by B. S. Williams, and the following resolutions were unanimously adopted:

#### Resolutions.

##### ON GOVERNMENT ENTERING PRIVATE BUSINESS.

RESOLVED, That we endorse the following resolution, recently passed by the Chamber of Commerce of the United States:

That the very essence of civilization is that there be placed upon the individual only that degree of restraint which shall prevent his encroachment upon the rights of others, thus releasing to the utmost individual initiative in every proper direction. Our form of government most effectively expresses and maintains this principle. Within our basic law exists ample provision for such changes as may from time to time be necessary to safeguard our people. It is therefore essential that our government should scrupulously refrain from entering any of the fields of transportation, communication, industry and commerce, or any phase of business when it can be successfully undertaken and conducted by private enterprise. Any tendency of government to enter such fields should be carefully weighed in the light of its possible effect upon the very genius of our institutions.

##### RETURNING RAILROADS TO PRIVATE OWNERSHIP.

RESOLVED, That it is our judgment that it would be to the best interest of producers and shippers of grain that the Government return the railroads, telegraph and telephone companies to private ownership as soon as possible.

##### MARGIN OF PROFIT FOR HANDLING WHEAT.

RESOLVED, That the margin of profit at country elevators for handling wheat be not less than that for coarse grains in 1918, namely, three per cent profit on not more than \$300,000 turnover, and two per cent on all in excess of \$300,000; and we protest against any profit per bushel being fixed on any individual transaction.

##### ENDORISING WORK OF NATIONAL ASSOCIATION.

RESOLVED, That we endorse the effective work of the National Association on behalf of

the trade, and that we further pledge our full co-operation in all its efforts for the betterment of the grain trade, and particularly the equitable adjustment of Railroad Orders No. 1, No. 15 and No. 6.

#### APPRECIATION OF ENTERTAINMENT.

RESOLVED, That we hereby tender thanks and appreciation to the Grain Dealers of Peoria for the courtesies and entertainments furnished to the members of the Association and their ladies during the 26th annual meeting of the Illinois Grain Dealers' Ass'n.

#### RAILROAD RENTALS AND LEASES.

WHEREAS, The various transportation companies of Illinois are charging and attempting to charge excessive rentals for elevator space and are inserting inequitable clauses in leases, and also are assessing costs of maintenance of tracks, therefore, be it resolved, that the officers of the Association co-operate with the officers of the Grain Dealers National Ass'n and urge them to take such action as will protect the interest of the trade.

#### THANKS TO OUR OFFICERS.

RESOLVED, That we tender our appreciation and thanks to the officers and committee of this Association for their efficient work during the past year, and particularly to President H. McCune, who for the past two years has served the Ass'n faithfully and well, and at a little sacrifice to himself.

#### SYMPATHY.

Since the last annual meeting of this Association, one of our highly respected members, A. M. Applegate, of Pearl, Ill., has passed away. This life, resolved, the members of the Illinois Grain Dealers Ass'n, in convention assembled, express our heartfelt sympathy to the family of the deceased.

The report of the Nominating Committee, read by W. S. Miles, and the following officers were elected:

Pres., F. G. Horner, Lawrenceville; 1st vice-pres., E. E. Schultz, Beardstown; 2nd vice-pres., B. L. Christy, Viola; treas., William Murray, Champaign. Directors: J. H. McCune, Ipava; Victor Dewein, Warrensburg; E. M. Wayne, Delavan; B. P. Hill, Freeport; U. J. Sinclair, Ashland.

Mr. Horner was installed as pres., and briefly thanked the Ass'n for the honor conferred.

Upon motion of Mr. Dewein, the secretary was instructed to send to Mr. and Mrs. McCune a token of the Ass'n's sympathy in their bereavement in the form of a message of flowers. Adjourned *sine die*.

#### Convention Notes.

From Kentucky came Jim Rapier, of Owensboro.

From Iowa came Mr. and Mrs. J. Foley Nichols.

Decatur, Ill., sent H. H. Corman, Frank Barkley and H. I. Baldwin.

Springfield, Ill., was represented by Mr. Murphy and W. H. Barnes.

Detroit was represented by John J. O'Brien and Henry E. Botsford, of H. C. Carson & Co.



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from Buffalo came Milton Crowe, of the Weston Grain Co., and Geo. D. Jones.

N. Instone, of the Richardson Scale Co., called home by a new voice. It weighed lbs.

Registration was in charge of George E. Nut and B. F. Lieb, of the Grain Dealers Ins. Co.

Richardson Self-Compensating Automatic Scale was exhibited in Room 211 by N. C. Oster and J. N. Instone.

E. Goodrich, Winchester, Ind., pres., and S. Quinn, Toledo, O., sec'y, of the Grain Dealers National Ass'n, were present.

Toledo receivers were represented by John Luscombe and Joe Doering, of Southworth Co.; and Wm. W. Cummings, of J. F. Zahm Co.

The Schultz brothers, of Beardstown, brought a party of favored friends to the convention in their high power motor boat, the "DanEd."

A handy table for finding the freight per bushel at any given rate per 100 lbs., with the war tax added, was distributed by Mayerbrook & Co.

Tennessee men who came were E. N. Williams, S. S. Kern and J. A. Daugherty, of Nashville; and E. E. Buxton and Walter M. Wne, of Memphis.

Chief weighmasters in attendance were H. Foss, of the Chicago Board of Trade; John W. Fitch, of the St. Louis Merchants Exchange; and William S. Powell, of the Cairo Board of Trade.

Cairo receivers were represented by J. B. Respie, Jr., of the Halliday Elvtr. Co.; Arthur Thistlewood, W. G. Cunningham, O. B. Hastings, Ira Hastings, and A. W. Lynch, of Magee-Lynch Grain Co.

At the meeting of the executive committee following the adjournment of the convention, W. Culbertson was re-employed as sec'y, and A. Hillmer, Freeport, John W. Radford, Chicago, and C. F. Scholer, Bloomington, were appointed as members of the arbitration committee.

Indiana was represented by W. B. Forest, Lafayette, and O. P. Larimore, of the Belt Water & Feed Co.; Carl D. Menzie, of the Weston Grain Co.; Lew Hill, Wm. R. Evans, V. Cardiff, Charles H. McEwan, W. J. Cramer, Frank A. Witt, Edwin K. Shepperd, Bert Boyd, of Indianapolis.

Machinery, supply and insurance men present were: R. J. S. Carter, of the Strong-Scott Co.; F. D. Holbrook, of Miller, Holbrook, Warren & Co.; Geo. Saathoff; F. J. Temple and E. D. Bargery, of the Union Iron Works; T. M. Van Horn, of the Millers Insurance Ass'n, of Illinois; J. J. Fitzgerald, George E. Traut and B. F. Lieb, of the Grain Dealers Fire Ins. Co.; K. M. Bickel, of the Integrity Mutual Casualty Co.

Provisions given out included a magic block some exceptionally good eye glasses by Bert A. Boyd Grain Co.; a blotter and memorandum pad by E. N. Williams, of the Liberty Mills; pencils by the Elmore-Schultz Grain Co. and the E. B. Conover Grain Co.; other key purses by the Belt Elvtr. & Feed Co.; money bags by the J. Rosenbaum Grain Co.; thimbles by the Cleveland Grain Co.; and pads by Picker & Beardsley Corn'ish Co. A. Russell, Division Supervisor of the Bureau of Markets, and located at Indianapolis, conducted an exhibit at the convention the object of which was to show country dealers samples of different varieties of grain and optical demonstrations were given to show the grades were arrived at. One device shown for obtaining a uniform method of sipping grain. The Boerner Sampler, Mixer Divider was displayed and an oat kicker was demonstrated. Mr. Russell was assisted by C. F. Standing and C. S. Kanzig, of the Peoria office of the Bureau of Markets.

St. Louis receivers were represented by T. C. For, C. A. Winter, Frank Bubb and R. F. Goffe & Carkener Co.; D. L. Boyer, L. Frederick; Ed. H. Hasenwinkle; L. D. For, of the Elmore-Schultz Grain Co.; H. R.

Wilson; T. K. Martin; C. A. Morton; Tilghman A. Bryant; E. F. Daly; O. N. Schwarz, of the Turner Grain Co.; Chas. F. Beardsley and J. W. Outhier, of the Picker & Beardsley Corn'ish Co.; James A. Connor; Matthew F. Morse; John O. Ballard; G. N. McReynolds; W. L. Burton; W. J. Klosterman; G. M. Davis; Eugene Smith, sec'y of the Merchants Exchange, and Harry C. Noland.

Chicago receivers were represented by W. G. Dougherty, of Simons, Day & Co.; Geo. E. Booth, of Lamson Bros. & Co.; W. M. Christie and H. R. Sawyer, of J. H. Dole & Co.; Burton L. Elgeley and Frank Cheate, of Hulburd, Warren & Chandler; William M. Hirsch, of J. C. Shaffer & Co.; A. McArt, of W. H. Perrine & Co.; Fred D. Stevers, of the Hales & Edwards Co.; Edward Plagge and A. N. Harwood, of Carhart, Code, Harwood Co.; J. W. Radford and Gordon Hannah, of the Pope & Eckhardt Co.; G. F. Kersten, of Armour Grain Co.; Fred O. Ray, of C. H. Thayer & Co.; H. A. Rumsey, of Rumsey & Co.; R. W. Carder, of Hitch & Carder; Harry L. Miller, of Ware & Leland; F. F. Thompson, of James E. Bennett & Co.; C. J. Benford and A. C. Hanson, of the Albert Dickinson Co.; Herbert J. Mayer and T. E. Bennett, of Mayer, Holbrook & Co.; J. DeCourcy, of Gerstenberg & Co.; E. B. Timberlake; Harry G. Smith; E. H. Granneman, of E. Lowitz & Co.; B. F. Traxler; M. L. Vehon; Henry Stanbery; W. K. Mitchell.

Illinois shippers in attendance included: B. T. Axford, Petersburg; A. L. Arthens, Cambridge; John Adkins, Prentice; J. F. Beal, Niantic; F. J. Blackburn, Jacksonville; W. Brueggemann, Tinley Park; A. Branyan, Assumption; W. F. Bader, Vermont; J. V. Beggs, Ashland; F. Brotherton, Guthrie; R. C. Baldwin, Bloomington; L. H. Blankenbaker, Sidney; John F. Butzer, Hillsdale;

J. S. Cameron, Elliott; C. Couch, West Salem; D. T. Crumbaker, Charlotte; M. D. Curtis, Tiskilwa; Geo. Coulson, Laharpe; E. Crawford, Olds; Oscar Collins, Garrett; C. P. C. Garst, LeRoy; C. S. Clark, Millersville; J. B. Duncan, Palmyra; Dewitt De Forrest, Galva; Victor Dewein, Warrensburg; Fred M. Davis, Tenlen; G. M. Duzenberg, Fairbury; E. E. Ewing, Lincoln; V. C. Elmore, Ashland; L. E. Edwards, Pierson;

Chas. Gilman, Thomasboro; W. E. Gable, Elvaston; W. L. Finson, Monticello; C. H. Fullenwider, Mechanicsburg; F. Graff, Ashland; A. H. Graham, Alexis; A. R. Harbaugh, Manito; H. S. and C. E. Houghton, Petersburg; E. B. Holmes, Galesburg; J. H. Hildebrand, Emden; L. C. Honefenger, Owanece; R. A. Hoover, Downs; J. K. Hoagland, Clarksburg; T. C. Herron, Milford; B. P. Hill, Freeport; H. A. Hillmer, Freeport; F. G. Horner, Lawrenceville; Ralph Hasenwinkle, Bloomington;

Frank Jones, Ridgefarm; M. C. Johnston, Vermont; H. R. Kinson, Williamsfield; V. E. Kepple, Bardolph; C. G. Lough, Atwood; C. R. Lewis, Springfield; M. A. Leach, Cornland; Geo. L. Long, Bushnell; O. W. Livergood, Wiley; B. A. McClelland, Dwight; O. W. Madden, Cnargea; E. L. McDonough, Jacksonville; W. B. Mills, McNabb; J. A. McCreery, Mason City; A. E. McKenzie, Moweaqua; S. Munson, Arcola; G. S. Mallett, Bradford; J. H. McCune, Ipava; W. H. Marks, Troy Grove; M. T. Merritt, Dwight; James Migg, Minier;

S. S. Neiman, Warrensburg; T. L. Oliver, Camp Point; A. T. Porterfield, Hindsboro; C. J. Porter, Deland; Fred Rose, New Canton; E. G. Reese, Bradford; F. J. Reiners, Armstrong; R. H. Reeder, Flicklin; R. J. Railsback, Hopedale; C. T. Rees, Broadmoor; J. H. Shelby, Block (Sidney p. o.); John H. Sheehan, Dunlap; E. Schram, Hillview; Ed. T. Sheil, Baltimore; W. J. Sullivan, New Holland; U. J. Sinclair, Ashland; A. G. (\$800) Schultz, Beardstown; E. E. Schultz, Beardstown; Chester Smith, Monmouth; G. T. Stevenson, La Rose; J. B. Stone, Mattoon; C. A. Stout, Cerro Gordo;

Perry L. and W. C. Williams, Colmar; Frank Ware, Butler; John Woodin, LeRoy; W. E. West, Yates City; John Wiener, San Jose; J. R. Wagner, Metamora; E. M. Wayne, Delavan; Wm. Wheeler, Crescent City; G. W. Walker, Gibson City; Daniel Ward, Clinton; C. W. Wheaton, Humboldt; G. S. Williams, Sheffield; Loftus H. Ward, Clinton;

L. C. Tjardes, Emington; F. F. Thompson, Kankakee; M. I. Virden, Pana; O. H. Unland, Pekin; Jas. F. Umpleby, Pana.

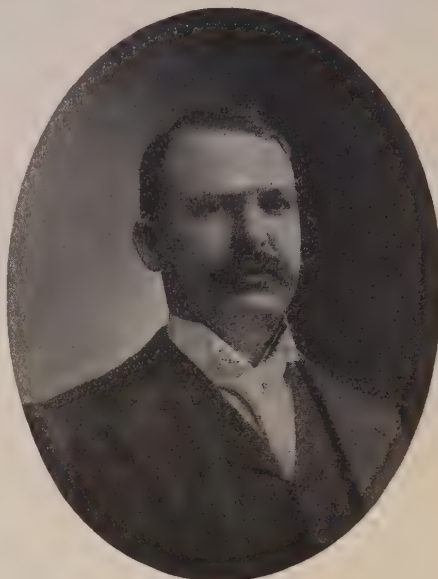
WE LIKE the Journal very much.—J. L. Lowry, C. E. Lowry & Sons, Buckeye, Ia.

WHEAT will continue to be an important crop unless the lack of tonnage becomes such that the government will not purchase further crops and other markets cannot be found. There are now immense quantities stored here for which the government guaranteed a minimum price of \$0.975 per bushel to the grower. Unless this wheat is exported and the government receives its money, this arrangement must fail. The government has not promised to purchase future crops and probably will not unless it can dispose of some of its present holdings.—Consul W. A. Bickers, Adelaide, Australia.

## J. M. Brafford Succumbs After Long Illness.

The grain trade has lost one of its most valuable members in the death of J. M. Brafford, which occurred Apr. 25, at his home in Indianapolis, Ind., following an illness of seven months' duration.

Mr. Brafford was born in Clinton County, Indiana, in 1861. He made his start in the grain business in 1893 as buyer for Paddock, Hodge & Co. of Toledo, at Frankfort. Later, he formed a partnership there with J. D. Fritch under the name of Fritch & Brafford. After Mr. Fritch's retirement the business



J. M. Brafford, Indianapolis, Ind., Deceased.

was conducted by Mr. Brafford alone. In 1898 he built an elevator at Cyclone, Ind., operating it under the name of the Cyclone Grain Co., but disposed of all his elevator holdings two years later.

In 1901 he re-entered the grain business, buying an elevator at Kirklint. He sold this and moved to Winamac where he operated a mill and elevator and an elevator at Kewanna.

He was elected sec'y of the Indiana Grain Dealers Ass'n in 1905, a position he held for three and a half years. At the time of his election he became a resident of Indianapolis which continued to be his home until his decease. From the conclusion of his term of office he had been in the grain commission business. When the Hoosier Grain Co. was organized he became its president and continued in that capacity to the time of his death. He was for 12 years a member of the board of governors of the Indianapolis Board of Trade and was chairman of the railroad and traffic department of that organization. He was also a member of the Indianapolis Grain & Hay Club. He was a member of the Methodist Church.

He is survived by his widow and two sons, P. G., and Don C. Brafford, both of the latter being prominent grain men. The business of the Hoosier Grain Co. will be continued by Mrs. Brafford.

THE GRAIN CORPORATION still has about 60,000 bus. of mixed and smutty wheat at St. Joseph and Kansas City that it is desirous of disposing of.

ARGUMENTS were heard by the U. S. Supreme Court May 5 in proceedings involving the right of the federal government to interfere with the intrastate freight and passenger rates and telegraph and telephone tolls. The cases came from five states, North and South Dakota, Kansas, Illinois, and Massachusetts, but there are 25 states that objected to the increases. Final disposition of the suits may be made before the Supreme Court adjourns next month.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Fort Smith, Ark.—Collier Wenderoth is pres. and mgr. for the Interstate Grain Co.

Arkadelphia, Ark.—Only about 60% of the \$40,000 damage we sustained in the burning of our elvtr. was covered by insurance. Our operations have not been interrupted.—Arkadelphia Milling Co.

Paris, Ark.—Two large corrugated iron warehouses belonging to L. B. Crenshaw and R. B. Sadler, together with contents were burned recently entailing a loss of \$6,000 with no insurance. The buildings contained feed, flour, hay and hardware.

Little Rock, Ark.—Joe Daniel Mill & Elvtr. Co. incorporated; capital stock, \$100,000; incorporators Joe Daniel, T. J. Terral, D. J. Daniel, D. H. Echois and A. C. Huddleston. The company will let contract for a 40,000-bu. elvtr. The plant will employ 40 or 50 men.

Forrest City, Ark.—James Russell Jr., A. D. McDaniel and S. H. Mann Jr., a com'te appointed to assist B. B. Boggs in financing a project for a flour mill and grain elvtr., have arranged to secure the desired credit and the project will proceed without delay.

## CANADA

Regina, Sask.—Saskatchewan Co-operative Elvtr. Co. will build a warehouse.—B.

Cottam, Ont.—W. H. Neville has sold his grain business to the Cottam Farmers Limited.—B.

Portage la Prairie, Man.—The elvtr. of the Portage Milling & Transfer Co. burned some time ago.

Ft. William, Ont.—The following memberships on the Board of Trade have been transferred: W. Wither to C. H. Moors; A. Sellers to H. E. Sellers.

Toronto, Ont.—Enos Malcolm Campbell, of the Campbell Flour Mills Co. and grain inspector, died Apr. 25. He was born in Kent, 65 years ago and went to Toronto in 1892.—B.

Port Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co. has put its new cleaning house in operation and will build a 2,000,000-bu. addition to its elvtr. which has a present capacity of 2,500,000 bu.

Rouleau, Sask.—The Malden Elvtr. Co., limited, will install new belting, boots, buckets, cleaner, conveying machinery, distributor, dump, feed mill, manlift, silent chain drive, spouting, storage tanks, transmission machinery and rope.

St. Boniface, Man.—Between 30 and 40 cars of grain, representing a value of nearly \$105,000, burned recently on the C. N. R. track east of here. Fire departments of Winnipeg, which were sent to the scene, were unable to extinguish the flames because of the inaccessibility of the spot. A small per cent of the grain can be salvaged.

## WINNIPEG LETTER.

Geo. E. Saunders was admitted to membership in the Grain Exchange.—J. T. Irving, ass't sec'y.

The Ogilvie Flour Mills Co. has let contract to the Barnett-McQueen Co. for a feed mill, grain cleaning and storage house, capacity 200,000 bu.

Navigation at Fort William was declared open by the Council of the Winnipeg Grain Exchange Apr. 17, by the arrival of the steamer Sarinian.

A bill prohibiting speculation in grain and other food products on Canadian Grain Exchanges has been prepared by the Manitoba Grain Growers Ass'n and submitted to its parliamentary representative at Ottawa.

The Board of Trade council unanimously endorsed the action of the Grain Exchange in seeking the establishment of the new board of

appeal on grain matters here and urging that the board of grain commissioners be established here instead of the east, as the bigger part of the controversies arise in this locality.

The Exchange Council has fixed the contract grade of flaxseed for the year beginning Oct. 1, 1918, as follows: No. 1 North Western Canada Flax Seed with the privilege of delivering on contracts No. 2 Canada Western Flax Seed at a discount of 4c per bu.

Woodward & Co. will erect a 125,000-bu. mixing, cleaning and transfer elvtr. The plans were drawn by S. J. McQueen & Co., but the company will do the work. The elvtr. will have a concrete foundation, wood cribbed bins and wood cupola all covered with galvanized corrugated iron. The house is unique in that it has no scales in the cupola, the weighing in and out being done on a 100-ton truck scale. The cleaning machines are set on the bin floor and they spout directly into the bins. They are fed by garners above them. All the bins spout to a reversible belt on the first floor which feeds into a 10,000-bu. leg or into a 500-bu. hopper scale. One leg handles the house. The equipment is complete with two drum car pullers, two sets of car shovels, man hoists, dust collector system, etc.

## COLORADO

Dailey, Col.—L. I. Duncan is mgr. for the Dailey Co-operative Elvtr. Co.

Sterling, Colo.—The Farmers Elvtr. Co. is making minor improvements in its elvtr.

Yuma, Colo.—The Yuma Equity Elvtr. Co. will make some improvements in its elvtr.

Iliff, Col.—We have bot the elvtr. belonging to the O'Donnell Grain Co.—O. M. Kellogg Grain Co.

Denver, Col.—The Co-operative Exchange Co. will either buy the elvtr. of the Farmers Grain Co. or build a new one.

## IDAHO

Idahome, Ida.—The Idahome Grain & Produce Co. has removed to Burley.

Montpelier, Ida.—Frank Miles, of the Montpelier Milling Co., will build a 30,000-bu. elvtr.

The bonded warehouse law which was recently enacted by the state of Idaho includes only public warehouses, which are defined as buildings, in which agricultural products are received for storage or transfer, for compensation. These are declared subject to license by the Department of Agriculture.

The Idaho Legislature has recently enacted an anti-discrimination law as follows: It is hereby made unlawful for any person, firm, corporation or other organization to discriminate between different individuals, corporations, or organizations or to discriminate between different sections, localities, communities or cities of this state in the purchase or resale of agricultural products, either in raw or manufactured state, when such products are purchased or sold under recognized standards and grades after making due allowance for the differences, if any, in the actual cost of transportation from the locality of purchase in the raw state to the locality of manufacture, or from the locality of manufacture to the locality of sale.

Moscow, Ida.—It is expected that the resolution and plans adopted here by an advisory com'te on grain to the Commissioner of agriculture, will be adopted as the governing rules for handling, inspecting and weighing grain in Idaho under the law adopted by the last Legislature. After getting testimony and suggestions from grain dealers, warehouse mgrs., millers and farmers the resolutions were adopted and will be sent to Miles F. Cannon, State Commissioner of Agriculture, for his approval. The resolutions will be submitted to two other meetings to be held at Boise and American Falls. The standards for grain established by

the U. S. Department of Agriculture was adopted. The resolutions were signed by B. Mikkleson, D. S. Wallace, A. S. Lyon, G. Sievers, G. H. Cowgill and E. J. Iddings.

## ILLINOIS

Loraine, Ill.—Lawless Bros. have built a new warehouse.

Ludlow, Ill.—E. D. Risser & Co. are repairing their elvtr.

Carlinville, Ill.—I expect to repair my elvtr.—A. C. Brown.

Momence, Ill.—Smith & Hobart will build 10,000-bu. elvtr.

Blue Mound, Ill.—E. W. Crow & Co.'s elvtr. is nearing completion.

Stockton, Ill.—John Tingle will be elevator man for R. L. Coomber.

Hindsboro, Ill.—Munson & Moss have changed from gas to steam power.

Decatur, Ill.—The Staley Starch Works are making some improvements.

Palmyra, Ill.—Duncan Bros. have been succeeded by the Duncan Grain Co.

Manteno, Ill.—We may install a special truck dump later.—West Bros. Grain Co.

Beechley (Auburn p. o.) Ill.—Work has started on the new elvtr. of N. C. Twist.

Tolono, Ill.—C. F. Temple is rebuilding an elvtr.—L. Horton, Horton Bros. & Co.

Hanna City, Ill.—The Hanna City Farmers Elvtr. Co. is building a 20,000-bu. elvtr.

De Land, Ill.—J. B. Porterfield let the contract for a 25,000-bu. additional storage.

Block (Sidney p. o.), Ill.—A. H. Shebey mortgaged an asbestos shingle roof on his elvtr.

Adair, Ill.—The George W. Cole Grain Co. has sold its elvtr. to De Forest Bros. of Galva.

Kirkwood, Ill.—The Inland Grain Co. of Galesburg, has leased A. W. Young's elvtr.

Warsaw, Ill.—F. E. Sharp will remodel his elvtr. Ballinger & McAllister will do the work.

Springfield, Ill.—The Conover Grain Co. has increased its capital stock from \$10,000 to \$15,000.

Rumpler (Ogden p. o.) Ill.—The Farmers Elvtr. Co. has bot the machinery for its new elvtr.

Henning, Ill.—McNeal & Prillaman have let contract to A. G. Boggess for some repair work.

Merna, Ill.—J. T. Carmody has sold his elvtr. to Harrison, Ward Co., of Clinton; possession June 1.

Broadlands, Ill.—The Broadlands Grain & Coal Co. has installed a Boss Air Blast Cleaning Loader.

Watseka, Ill.—The Watseka Farmers Grain Co. will build a new office building on its present site.

Murphysboro, Ill.—Walter Smysor has bot site on the Illinois Central, on which to erect an elvtr.

Sadorus, Ill.—After May 5 our main office will be located in the Wait Bldg., Decatur.—Stevenson & Freeman.

Witt, Ill.—We are contemplating re-siding our elvtr., perhaps with asbestos.—Paisley Mill & Elvtr. Co.

Normal, Ill.—Humphrey Bros. have let the contract for remodeling their elvtr. to Ballinger & McAllister.

Petersburg, Ill.—I am mgr. of the Chart Oak elvtr., employed by the Junction Grain Co.—B. T. Axford.

Hinckley, Ill.—R. Dowdin & Co. will build an elvtr. or flour mill here.—A. R. Jones and Armour Grain Co.

Mason City, Ill.—We will build a new elvtr. on the C. N. W. four miles south of Allen.—A. McCreery & Son.

Goodenow, Ill.—We have bot the elvtr. belonging to J. G. Siemser & Co.—Farmers Elvtr. Co., A. C. Kieper mgr.

Fenton, Ill.—The Milk Producers Ass'n has bot the elvtr. and stock shipping business owned by Fred Prestly.

Carthage, Ill.—Jas. McCarthy is building 24,000-bu. concrete elvtr. to replace the house which burned last July.

Saluda (Galesburg p. o.) Ill.—The Inland Grain Co., of Galesburg, has leased the elvtr. here; possession June 1.



owns, Ill.—T. F. Grady has bot the Scholer Veedman elvtr. on the Big Four and will ate both elvtrs. here.

uston, Ill.—We contemplate erecting two recrete storage bins of 10,000 bus. each.—on Farmers Grain Co.

uckingham, Ill.—I think stock is being sold a new elvtr. to be built between Union Hill Reddick, Ill.—Otto Gross.

udson, Ill.—E. J. Finley's 30,000-bu. iron-ribbed elvtr. will be completed May 15, nine bins, electric power.

oy, Ill.—Plans are being prepared by Miller, brook, Warren & Co. for the new elvtr. to built by the Troy Elvtr. Co.

ophetstown, Ill.—We are contemplating in-ling machinery for handling auto trucks.—s Bros., R. H. Mathis, pres.

sher, Ill.—L. F. Farlow, for five years mgr. the elvtr. of the Farmers Elvtr. Co. has red and gone to Bloomington.

esterville, Ill.—We will install a new boiler ng the latter part of May.—R. J. Farris, Chesterville Farmers Grain Co.

ana, Ill.—The Dana Grain Co. has taken e the business of Klendworth & Vissering. E. Rondot, of Eureka, will be mgr.

onica, Ill.—Wm. A. King, former mgr. for Farmers Elvtr. Co. at McNabb will take e the W. E. Kreider elevator here.

uckley, Ill.—We have installed a 5 h. p. tric motor in our South Elvtr.—Buckley mers Grain Co., G. W. Maddin mgr.

irley, Ill.—A recent big business transac- was the purchase of the elvtr. owned by . Douglas by the Farmers Elvtr. Co.

arrowsville, Ill.—The Laplace Co-operative n Co. is now in possession of the plant erly operated by us.—Duncan Bros.

orrisonville, Ill.—The Farmers Elvtr. Co. let the contract to the Decatur Construc- Co., to overhaul and rebuild its elvtr.

ardstown, Ill.—The Schultz Baujan Co. has contract to the Burrell Engineering & Con- ction Co. for a 77,000-bu. concrete elvtr.

ankakee, Ill.—The Farmers Grain Co. con- ates building a small elvtr. west of town e C. I. & S. Ry. also one east of town.

acon, Ill.—I am out of the grain business e present time. Am going to drive home otor.—A. B. Andrews, St. Petersburg, Fla.

ownstown, Ill.—The Vandalia Produce Co. sold its elvtr. here to the Farmers Equity ange. It still owns the elvtr. at St. Elmo.

rmingham, Ill.—The Farmers Grain Elvtr. has been organized, capitalized at \$10,000. a F. Hedgecock is the principal stockholder.

wndale, Ill.—Holmes & Maurer will move e office to the old office vacated by the Lin- ranaries Co. as soon as repairs are com- ed.

lmore, Ill.—The Farmers Elvtr. Co., newly nized, has elected the following officers, . Moody, pres. and B. I. Huber, sec'y and s.

llersville, Ill.—Clark Bros., who recently an elvtr. here, will build a 50,000-bu. iron- ribbed elvtr., but the plans are not yet n.

mond, Ill.—The Holcomb Dutton Lumber e will make some repairs on its elvtr. The ell Engineering & Construction Co. will do work.

exis Junction, Ill.—The Farmers County Elvtr. Co.'s house which burned recently of which Ed Beggs was proprietor, will not e rebuilt.

ro Cordo, Ill.—There is some talk of re- elling our elvtr., but there is nothing defi- —W. B. Tiffany, mgr. Cerro Gordo Grain al Co.

tawa, Ill.—We will build a coal house, lum- coal, wire, salt and other sheds and a new e.—Wallace Grain & Supply Co., H. A. ges, mgr.

lvview, Ill.—I will install one 20-h.p. and 15-h.p. motor in my elvtr. here and will sell 10 h.p. Otto Gasoline Engine, and 1,500-bu. banks Hopper Scale.—V. C. Elmore, Ash-

ringfield, Ill.—The house appropriations ite reported out a revised bill which makes e important changes in the excise bill re- g to corporations, also bills carrying \$80,- 00 for roads, including all of the \$60,000,000 issue.

Peoria, Ill.—Otis R. Clough, for a number of years identified with the inspection department of the Board of Trade, died Apr. 17. He was 75 years old.

Green Valley, Ill.—Work has started on the Farmers Grain & Coal Co.'s new concrete elvtr. on the I. C. railroad, the third farmers elvtr. at this place.

German Valley, Ill.—German Valley Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, Lewis Fosha, Jacob Wessels and Geo. Denekes.

Holton sta. (Washburn p. o.) Ill.—The elvtr. of the Turner-Hudnut Co., which recently burned, will probably be rebuilt in time to handle the new crop.

Colmar, Ill.—Colmar Farmers Elvtr. Co. in- corporated; capital stock, \$20,000; incorporators, Morris Williams, Henry Clark, J. B. Bushnell and Chas. J. Webb.

Eldorado, Ill.—The farmers did talk of build- ing an elvtr. here for wheat but I don't think they will do so this year.—Walcott Milling Co., Edgar Burke, mgr.

Newman, Ill.—The Farmers Grain Co. which recently bot the elvtr. belonging to the W. J. Roller Elvtr. Co. has taken charge of same. A. S. Hawkins is local mgr.

Malta, Ill.—I expect to install belting, boot, buckets, a distributor, dump, dump controller and elvtr. leg in the house I recently bot of Mr. Pierce.—D. L. Mowbray.

Biggs, Ill.—We have leased the elvtr. re- cently bot by the Biggs Farmers Grain Co. of Bennett & Hagvall Bros.—Easton Farmers Grain Co., E. B. Coats, mgr.

Maroa, Ill.—Bruce Waller has bot the elvtr. of the estate of M. R. Allsup at public sale, the consideration being \$22,000. Mr. Waller was formerly mgr. for Mr. Allsup.

McClusky, Ill.—The McClusky Farmers Elvtr. Co. has let contract to the R. C. Stone En- gineering Co. for a 10,000-bu. elvtr. to be equipped with a 20-h.p. kerosene engine.

Mechanicsburg, Ill.—The Farmers Grain Co. has been formed here. It has not decided whether to buy and remodel the plant of C. H. Fullenwider or build a new one.

Craig (Clinton p. o.) Ill.—J. Melvin Ledden, recently returned from government service, will become mgr. for Harrison Ward & Co. Louis Whitehead will remain as elvtr. man.

Bulpitt, Ill.—Farmers Grain Co. of Bulpitt in- corporated; capital stock, \$20,000; incorporators, Bruce L. Shaw, Ed. J. Achenbach, H. E. Fesser, Fred Lehr and Andrew Gasell.

New Berlin, Ill.—Noah Twist has bot an in- terest in the elvtrs. of the Central Illinois Grain Co. here, Island Grove, Bates and Prouty. I will continue as mgr.—W. E. Munsen.

Pleasant Plains, Ill.—The Farmers Grain Co. will build a 40,000-bu. concrete house which among other up to date equipment will have a Randolph Drier, three dumps and two legs.

Pittsfield, Ill.—We will install new wagon dumps, man lift and individual motors on elvtr. and cleaning machinery and make other repairs on our elvtr. here.—M. D. King Milling Co.

Morrison, Ill.—Farmers Elvtr. & Supply Co. of Morrison incorporated; capital stock, \$100,- 000; incorporators, S. J. Craig, R. A. Norriss, E. F. Hoover, S. N. James and Joseph Bush.

Covell, Ill.—The Farmers Elvtr. Co. has ap- plied for license to incorporate under the co- operative law, with a capital stock of \$25,000. The erection of a concrete elvtr. is contem- plated.

Teheran, Ill.—We have just obtained posses- sion of the McFadden Elvtr. which we pur- chased recently and which we expected to get Apr. 1.—Farmers Grain & Coal Co., Mason City, Ill.

Donnellson, Ill.—John Shutt, formerly a part- ner of I. E. Young in the Donnellson Elvtr. Co., has sold his interest in the business to Don- nellson Farmers Equity Co., and will move to the country.

Ipava, Ill.—Ipava Farmers Elvtr. Co., incor- porated; capital stock, \$30,000; incorporators, Carl Marshall, Edward Holmes, B. C. Stoops, B. J. Fleming, Otis Porter, C. J. Baumgardner and Wm. Roddis.

La Fayette, Ill.—We will make some im- provements on elvtr. recently bot here. We have not yet selected a mgr.—La Fayette Co- operative Elvtr. Co. E. B. Synder, pres. and G. E. Snyder, sec'y.

Catlin, Ill.—We think some time this summer we will build some ear corn dumps, remove part of the old elvtr. and build a new addition that will hold 15,000 bus. of ear corn.—Catlin Farmers Elvtr. Co.

Tingley Park, Ill.—H. F. Brueggemann has let the contract to Geo. Saathoff for a 25,000-bu. cribbed, ironclad elvtr. with 8 bins, electric power, two dumps, one leg 12x7 inches V-buck- ets, Richardson Automatic scale.

Harrisburg, Ill.—The Farm Bureau and the Harrisburg Grain Ass'n have elected the fol- lowing officers, C. M. Hine, pres., W. D. McIl- rath, vice-pres., U. E. Barter sec'y and C. H. Baker treas. A new elvtr. seems a sure thing.

Poplar Grove, Ill.—Poplar Grove Farmers Co- operative Co. incorporated; capital stock, \$20,- 000; incorporators, E. B. Greenlee, G. W. Moor- head, R. E. Montgomery, Fred Covey and Oscar Grenlund. They will conduct a feed and elvtr. business.

Greenville, Ill.—The Greenville Equity Ex- change has let contract to the White Star Co. for a frame elvtr. to contain a sheller, a roller for making corn meal and crushers. The com- pany will increase its capital stock from \$20,000 to \$40,000.

Carls Springs (Heyworth p. o.) Ill.—Bucks Grain Co. will build a new elvtr. They have sold their elvtr. at Bucks Road to R. P. Yates. Possession is given. This will make 3 elvtrs. which this company has built on the I. T. S.—Joseph Arnold.

Peoria, Ill.—We are installing auto truck scales in our plant at Pekin and will put them in outside stations as soon as required. We will build a 15,000-bu. elvtr. at Holton and a 20,000-bu. power corn crib at Hennenpin.—Tur- ner-Hudnut Co.

Sublette, Ill.—The Sublette Farmers Elvtr. Co., recently incorporated, took possession of the Bieber Grain & Lumber Co.'s elvtr. May 1. Officers of the company are Geo. Erbes, pres., Wm. Brucker vice-pres., F. M. Blowers, sec'y and J. P. Malach, treas.

Earlville, Ill.—G. A. Cope, who recently ac- quired an interest in my grain and coal busi- ness here and at Rollo, was mgr. for the Earl- ville Grange Elvtr. Co. before he enlisted in the army. The new firm name is Strong & Cope, since April 1.—R. A. Strong.

Aroma Park, Ill.—We have just bot the elvtr. of the Waldron Grain Co. and are figuring on another plant at Van Siding, on the C. I. & S. Ry. These places will be handled from Kankakee under the same management.—Kan- kakee Farmers Grain Co., Kankakee, Ill.

Cuba, Ill.—Cuba Co-operative Grain Co. in- corporated; capital stock, \$25,000; incorporators, Geo. R. Herbert, John Owens, G. L. Fouts, G. C. Harrison, John Walsh, S. A. Mosher, Berlin Heller and E. D. Geyer. Willard Barclay is mgr. The company will build an elvtr.

Craig, Ill.—Harrison, Ward & Co. have let contract to Ballinger & McAllister for 10,000- bu. additional storage and the remodeling of their elvtr. J. M. Ledden, recently returned from government service will be mgr. and Louis Whitehead will remain as elvtr. man.

Medora, Ill.—Burns Bros., who recently bot the Medora Elvtr. of F. S. Schultz, has erected a warehouse on the old mill site near the Bur- lington tracks and will handle grain. Earl Kahl will remain with the company as mgr. for a short time but has made no plans for the future.

Colmar, Ill.—Many farmers have signed a petition asking the Food Administration to per- mit Williams Bros. to reopen their elvtr. A representative of the Food Administration vis- ited town recently and stated that as long as Williams Bros. had made no refund they would not be permitted to reopen.

Troy Grove, Ill.—The Co-operative Grain & Supply Co. has let the contract to Geo. Saat- hoff for a 25,000-bu. cribbed, ironclad elvtr. of 8 bins, with oil engine, two dumps, two legs with 12x6 V-buckets and a 10-bu. Richardson Automatic scale. This will give the company two elvtrs. at this station on the C. & N. W. Ry.

Newman (La Salle p. o.), Ill.—The concrete elvtr. of the Newman Farmers Elvtr. Co. is being remodeled. Two new legs and two dumps are being installed, the capacity of the bins is being enlarged and numerous other improve- ments which will make this an entirely up to date plant are being made. Geo. Howard of La Grange is doing the work.



Sidney, Ill.—The Sidney Grain Co. will install electric power to run all the machinery and will either move the west elvtr. across the street and connect it with the other building or raise it and place a foundation under it. The old engine room is being torn down. There is some talk of building concrete cribs.

La Place, Ill.—We have placed a 10-ton auto truck scale at our elvtr. here and also at Casner. We will put on a new roof here, at Long Creek and at Burrowsville and an automatic scale at Burrowsville. We will paint our elvtr. here and install a grain drier.—La Place Co-operative Grain Co. L. B. Bowder mgr.

New members of the Illinois Grain Dealers Ass'n recently admitted are; William Ringle & Co., Cambridge, Ill. (Re-instatement.) Kellogg & Arthens, Cambridge, Ill. (Re-instatement.) Henry W. Brown & Co., Cincinnati, Ohio. Koch Grain Co., Breese, Ill. J. C. Maddin, Varna, Ill. Bolivia Farmers Grain Co., Bolivia, Ill. Lew Hill, Indianapolis, Ind. C. W. Parry Grain Co., Chenoa, Ill.

#### CHICAGO NOTES.

W. H. Perrine & Co. have removed to 926 Postal Telegraph Bldg.

J. Herbert Ware, Jr., has been admitted to partnership in the firm of Ware & Leland.

Barnett Faroll, who was with Bartlett-Frazier Co., for years, will resume trading for them.

Lane Davis, formerly with Logan & Bryan's cash grain department, is now a broker in futures.

B. H. Ettleson and W. J. Lyons have been admitted to partnership with Thomson & McKinnon.

E. H. McPherran, for 20 years a member of the Board of Trade, died in Los Angeles, Apr. 27.

Geo. E. Marcy, pres. of the Armour Grain Co., has returned from a several months' stay in California.

Henry Botsford, one time prominent provision trader on the Board of Trade, died recently. He was 85 years old.

The financial com'te of the Board of Trade has announced the interest rate for May to be the same as last month, 6½%.

James Rowan of Rumsey & Co. sold a car of No. 1 yellow Illinois corn on the Board of Trade Saturday for \$1.80. The moisture test was 13.20.

J. J. Badench & Co. have let the contract to the Folwell-Ahlskog Co. for a reinforced concrete storage annex of 400,000 bus. capacity, to be completed by Sept. 1.

The Chicago Board of Trade made a brilliant showing in the Victory Liberty Loan, going over the top the day before the drive ended. Total subscriptions exceed \$3,700,000, the quota of the exchange being \$3,000,000.

Jas. A. Patten and other influential members of the Board of Trade were some of the victims of a confidence gang who have been operating in connection with the International Order of Railway Yardmasters.

Goudy Mayfield and Herbert McNamee, both Board of Trade members, have formed a partnership under the name of Mayfield & Co. and will engage in general commission business in grains, provisions and stocks and bonds.

Petitions have been circulated to the Board of Trade directors asking them to advance commission rates on provisions and place all trades in futures on a brokerage basis, the latter to be raised 25 cents to \$1.25, commission rates to nonmembers to be advanced from \$12.50 to \$20 for the round turn, and to members to \$10.

Barley dealers have decided to recommend a change in the contract grade and in the method of grading and trading, favoring that in force in Minneapolis. They will ask the Board of Trade directors to make No. 2 the contract grade, with No. 1 deliverable at contract price and No. 3 at 5c discount. This will put the Chicago barley market on the same level with Minneapolis and encourage spreading between the two markets.

The following have been elected to membership in the Board of Trade; M. S. McCarthy, L. C. Brosseau, J. A. Richardson, Wm. J. Lyons, A. E. Staley, B. H. Ettleson, Paul D. Sullivan, J. I. McFarland, R. A. Bodmer, W. S. McLearn, Jr., J. J. Corbitt, J. S. Hood and Axel Hansen. A. A. Clement, W. D. McKay, W. L. Axtater and R. R. Hartley have applied for membership and the memberships of J. J. Considine, J. A. Tiedemann, W. R. Kirk, J. F. Wright, W. Herely and W. F. Henderson have

been posted for transfer. Memberships sold recently for \$8,875, which sets a new record. The following transfers have been made; G. T. Badger, I. C. Lyman, B. W. Roberts, O. L. Randall, J. H. Rawleigh, J. N. C. Lehmann, D. Sullivan, E. T. Northam and J. H. Krauss.

The Board of Trade directors have approved the minimum commission rates for grain for delivery in store, and they will be posted for ballot. They will be raised from \$7.50 to \$10 per 5,000 bus. of wheat, corn and oats or multiples thereof, and 50c per 1,000 or multiples for delivery of less than 5,000 bus. On foreign orders where cablegrams do not exceed 25c per word, rates to non-members will be ¼c per bu. and 3/16c to members. Where cable rates exceed 25c per word, non-members rates are to be 5/16c per bu. and ¼c to members.

Effective May 30, the Chicago & Eastern Illinois R. R. and the Wabash R. R. will absorb switching charges of connecting lines on hay and straw destined to points within the Chicago district shown in Agent L. A. Lowrey's Tariff 20-J as available to the C. & E. I. R. R. and Wabash R. R. At the present time the C. & E. I. R. R. does not absorb switching charges of connecting lines on hay and straw originating at stations on its own line, and the Wabash R. R. does not absorb on hay originating at points outside of the State of Illinois. All other roads have been absorbing switching charges of connecting lines in the Chicago District on hay and straw (subject to minimum earnings of \$15.00 per car), so that, on shipments originating at country stations on and after May 30, 1919, the C. & E. I. R. R. and Wabash R. R. will be on substantially the same basis as other lines.—J. S. Brown, Transportation Dept., Board of Trade.

The Transit Bureau issued on April 23, a circular to the trade to the effect that the full local rate from Chicago (which is now 6 cents per 100 lbs. higher than the reshipping rate) will be charged where, due to the negligence or carelessness upon the part of the trade, inbound freight bills are not recorded within the time limit of 10 days prescribed by the Transit Rules. The transit rules provide that inbound paid freight bills must be recorded with the Transit Bureau within 10 days (exclusive of Sundays and holidays) after the grain is unloaded, provided the inbound carrier has presented its bill for payment within 5 days after the grain has been unloaded. The transit rules provide, also, that grain will not be deprived of the transit privilege if the carrier fails to present its bills for payment within 5 days after unloading, provided such failure is reported to the Transit Bureau within the 10 day period. Where it is impossible for the shipper from Chicago to surrender freight bills for grain reshipped immediately after arrival at the elevator and for which the inbound carrier is unable to obtain weight and present freight bill to the receiver for the collection of inbound freight charges before the car is reshipped from Chicago, the Transit Bureau, in order to relieve the trade from the assessment of the local rate outbound on such grain, will accept the country B/L, or receipt therefor, for the purpose of assessing the reshipping rate, but with the distinct understanding that the paid freight bill must be presented for recording within the 10 day period. If, however, the paid freight bill cannot be surrendered to the Transit Bureau within the 10 day period because the inbound carrier has failed to present it for payment, it is necessary to notify the Transit Bureau within the 10 day period of your inability to record the bill.—J. S. Brown, mgr. Transportation Dept., Chicago Board of Trade.

#### INDIANA

Centerville, Ind.—The Centerville Co-operative Co. is overhauling its elvtr.—W. A. Creitz.

Avilla, Ind.—We are installing a Sprout, Waldron & Co.'s attrition grinder.—Stiefel & Levy.

Delaware, Ind.—John Crum has bot a 15-ton Fairbanks Truck Scales for his elvtrs. at Milan and Pierce.

Chalmers, Ind.—I have succeeded C. P. Hawkins as mgr. here.—Frank Samuel, mgr. Chalmers Grain Co.

Washington, Ind.—R. J. Goshorn, who owns the Worthington Elvtr. Co.'s elvtr. is in the U. S. Army overseas.

Portland, Ind.—We will install belting, boots, buckets, an elvtr. leg and a grain drier in our plant.—The Haynes Milling Co.

Mongo, Ind.—We will install another elvtr. leg. While it is a small job, it requires the

services of an experienced man.—Smith Wingard.

Huntington, Ind.—The Huntington Equ Exchange has let contract to A. G. Boggess a new elvtr., feed mill and corn crib.

Converse, Ind.—Knox & Boyd are turning old elvtr. into an up to date feed mill. The Efficient Erecting Co. has the contract.

Homer, Ind.—We are installing a large wheat cleaner in our plant and intend to in a gravity feed loader.—T. H. Reed & S. Rushville, Ind.

Ossian, Ind.—Melching Grain Co. incorporated capital stock, \$3,000; Wm. J. Borrer, secy. treas. and general mgr. Will enlarge elvtr. and add coal sheds.

St. Louis Crossing, Ind.—The Farmers Elvtr. Co. has reorganized and will increase its capital stock and build an elvtr. The firm name will not be changed.

North Judson, Ind.—I now own a controlling share of the stock of the People's Grain Co. The building will be given a thoro overhauling.—Wm. Lemke, mgr.

Coatesville, Ind.—We are contemplating installing a new automatic weight and wagon scale and an electric motor.—Coatesville Elvtr. Co., F. A. Rouse, prop.

Sweetser, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$50,000; director, Maron Wood, F. H. Tippey, Ira Whitlock, J. Miller, and Wm. A. Brinker.

Gary, Ind.—C. B. Munday & Co. have incorporated with a capital stock of \$5,000, to operate an elvtr. The directors are C. B. Munday, J. G. Munday and L. A. Parker.

Roseburg, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$15,000; director, Chas. Boxell, Ross Harvey, L. A. Cabe and W. Malott. They will build an elvtr.

Marshall, Ind.—The Marshall Farmers Elvtr. Co. is building a scale house and 25,000-bus. wood elvtr. to be operated by steam. The Reliance Construction Co. has the contract.

Goshen, Ind.—We expect to erect an elvtr. about 50,000 bus. capacity, altho that detail has not yet been definitely decided upon.—T. Goshen Milling Co., F. E. C. Hawks, pres.

Sexton (Rushville p. o.), Ind.—We have purchased the elvtr. of Bell & Thompson and make a number of repairs on the outside, but no interior changes.—T. H. Reed & Sons, Rushville.

Uniondale, Ind.—The Uniondale Equity Exchange incorporated with capital stock of \$30,000, to deal in farm produce. Directors are Josiah Cook, George Tucker and Oliver B. Mafee.

Yeddo, Ind.—The complete equipment for a new elvtr. recently erected for the Farmers Grain Co. by A. H. Richner of Crawfordsville has been furnished by the Skillian & Richardson Mfg. Co.

Sheridan, Ind.—The Farmers Co-operative Co., recently incorporated, has bot the elvtr. of A. Smith & Co. and will take possession June 2. This company supersedes the Farmers Benefit Ass'n.

Mt. Vernon, Ind.—Officers of our company are: Pres., A. W. Mackey; vice-pres., Wm. J. Thompson; sec'y and treas., Eli R. Phillips. Henry Schreiber and Armenius Templeton, directors.—Farmers Elvtr. Co.

Warren, Ind.—The Farmers Equity Union recently organized is building a new elvtr. It has a capacity of 20,000 bus., is of wood construction and is motor driven. The Reliance Construction Co. is doing the work.

Eaton, Ind.—We recovered 15 bus. of clover seed and \$862 in cash for seed stolen by one of our patrons. We know of nine bushels more which the same party sold and for which we will get our money.—Stiefel & Levy.

Morristown, Ind.—Jesse Wolf and Raymond Hech were held on charge of grand larceny for having stolen \$700 worth of clover seed from the warehouse of Noble Bassett. They were found not guilty, at the trial, but later were charged with perjury for giving false evidence. Wolf was sentenced to the Indiana state prison at Michigan City.

Bippus, Ind.—We are building a new iron clad wareroom 76x22 ft. in connection with our grain elvtr. here on the site of the ones which were burned last fall. The new elvtr. which was put into operation in January is giving full satisfaction. Grain is keeping fine, with absolutely no moisture whatever.—F. M. Vicker mgr. O. Gandy & Co.



Bristol, Ind.—We have leased the elvtr. of N. Y. C. Our officers are Wm. C. Bickel, es., S. F. Munick, vice-pres., Geo. E. Birder, y-and-treas. We have been in business one y.—Bristol Co-operative Ass'n, H. T. Rure, tr.

Francesville, Ind.—Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; directors B. Gunnerson, S. D. Haring, Nicholas Goller, H. Busch and M. P. Hill. The company has the elvtr. of Wm. F. Brucker, receiver for the former Farmers Elvtr. Co.

Oakville, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; directors, C. M. Isinger, A. B. Ross, Grover C. Cochran, D. Wright and W. L. Burcaw. A contract has been let to the Reliance Construction Co. for 18,000-bu. motor driven elvtr.

Lebanon, Ind.—We have sold our two elvtrs. to the Boone Grain & Supply Co., a co-operative organization of local farmers who will take session May 20. E. A. Williams is president. T. W. Saltmarsh, sec'y. We will probably enter the grain business in a short time.—Birley & Jones.

Chase, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$20,000; directors, E. Runner, Guy Gillispie and L. H. Johnson. The company has bot the elvtr. of the Chase Grain Co., of which E. A. Benedict and W. Harman were proprietors. Mr. Benedict will remain as mgr.

Pershing, Ind.—The Farmers Co-operative Grain Co. has taken over the elvtr. here belonging to J. S. Hazelrigg, of Cambridge City. It will make some changes in it. Officers of the company are: Lee Hartman, pres., Henry Ritsch, vice-pres., P. R. Gipe, sec'y-treas. and Frank McKee, mgr.—P. R. Gipe.

Yorktown, Ind.—The Farmers Co-operative Co. has bot the grain business of John G. Donnan & Son and will install electric power and feed grinder. D. W. Donovan, mgr., will enter some other line of business. J. G. Donovan, ad of the concern, died recently. He is survived by one daughter and three sons.

Garret, Ind.—The Farmers Elvtr. Co. has been reorganized. The new officers are: Frank Rde, pres., Albert King, vice-pres., and Sam Downeuld, sec. and treas. William Immler manage the company. The membership is 1 and the charter will be for \$20,000 capital ck. A 15,000-bu. elvtr. will be built.

Auburn, Ind.—Carl Wimer, who recently resigned his position as mgr. for the Kraus & felbaum Elvtr. Co. to become a partner in Leonard Yoquelet in the new firm to operate the elvtr. which they bot from the Carr-Walker Co., has withdrawn his resignation and sold his interest in the new company to the step-father of Mr. Yoquelet. Mr. Wimer has been with his present company two yrs. and was persuaded to remain.

Van Buren, Ind.—Our new elvtr. is located at the T. St. L. & W. It has a capacity of 900 bus. and is fully equipped with modern machinery, including a grinder. We expect to handle a general elvtr. business with such sides as are generally handled by elvtrs. We expect to buy and ship stock. We have hired a mgr. The officers are pres., Dahlmiller; vice-pres., Chas. Nelson; sec'y and as., L. M. Hydorn. Other directors, Clinton Warner and L. C. Doyle.—L. M. Hydorn, Farm-ers Equity Exchange.

Marion, Ind.—We have let the contract for 6 elvtrs. here to J. A. Horn & Co. They will have a capacity of 16,000 bus. and will be built with vitrified blocks with cement roofs and floors. The north one is on the Clover Leaf and the south one is on the Belt Line which connects all the roads here. The officers are pres., Julius Stallings; sec'y, Melvin Cain; vice-pres., Emanuel Stevens; treas., M. M. Kilmer. We have no mgr. yet. The elvtrs. are to be completed the first week in July.—Julius Stallings, Pres. Farmers Co-operative Exchange.

Berne, Ind.—Besides our new elvtr. which is being built here by the Berne Silo Co., we have let contracts to the same company for the construction of an 8,000-bu. elvtr. at Linn Grove, Ind., and a 16,000-bu. house at Chattanooga, Ind., both to be equipped with electric power. As the last two elvtrs. will not be situated on a road the grain will be trucked from them to our Berne elvtr. on the G. R. & I. tracks. We have purchased three 3½-ton trucks. The elvtrs. will be completed by July 4.—Berne Equity Exchange Co., A. A. Yordy, sec'y & as.

Eaton, Ind.—Thos. Walburn, a well known farmer, is alleged to have confessed to the theft of clover seed from the Stiefel & Levy elvtr. recently. When the seed was missed the marshal at Redkey was notified to look out for any sales. A few hours later Walburn is said to have driven in with eight bushels which he attempted to dispose of. He was taken into custody and when questioned gave conflicting answers as to where he obtained the seed, following which he is said to have confessed to having taken \$1,200 worth of seed and flour from the elvtr. during the past two years. Walburn is the owner of an 80-acre farm and has always borne an excellent reputation.

## INDIANAPOLIS LETTER.

The following have been elected to membership in this ass'n: Wm. R. Evans Grain Co., Indianapolis, and Fred D. Arndt, shipper, San Pierre.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

We have recently organized and entered the grain business on a brokerage and commission basis. I have been with the Evans Milling Co. for the past six years.—Wm. R. Evans Grain Co., Wm. R. Evans.

The presence of the common rat is a menace to both life and property and no individual community is free from them. They can be effectively reduced in numbers and in destructive influences only by extermination and the destruction of their haunts and harboring places, and that, too, by all communities in concerted effort. I, therefore, desire to designate Tuesday, May 27, 1913, as "Rat Day" in Indiana and call upon and urge all the people of the state to free their premises and their communities of rats and other rodents.—James P. Goodrich, Governor of Indiana.

## IOWA

Newell, Ia.—E. M. Galbraith and father have bot an elvtr. here.

Leighton, Ia.—Dick Synhorst has succeeded Jno. E. Vanderzyl.

Marion, Ia.—The Farmers Elvtr. Co. is building a new warehouse and offices.

Bryant, Ia.—We have purchased the business of Henry Anderson.—John L. Franks & Co.

Merrill, Ia.—Harvey Ryan of Le Mars has accepted a position with the Hoese Grain Co.

Anthony, Ia.—The Trans-Mississippi Grain Co. has closed its elvtr. here.—P. H. Griffin, agent.

Clarion, Ia.—I have put in a new dump and pan and built a new driveway at my elvtr.—E. J. Funk.

Callender, Ia.—We expect to build a new elvtr. some time this season.—The Callender Grain Co.

Gowrie, Ia.—We contemplate putting up a lumber shed in the near future.—Farmers Elvtr. Co.

Granville, Ia.—I have succeeded August Lukens as mgr. for the Farmers Elvtr. Co.—O. J. Kaschmitter.

Hutchins (Britt p. o.) Ia.—We expect to install a motor this season.—Mullin & Donghan. By J. Mullin.

Des Moines, Ia.—M. McFarlin has returned from a three months' rest in New Mexico much improved in health.

Villisca, Ia.—The Villisca Co-operative Ass'n has let contract to the Newell Construction Co. for a 15,000-bu. elvtr.

Sioux City, Ia.—The Mystic Milling Co. has bot a Trapp Combination Auto Truck and Wagon Dump for its elvtr.

Rutland, Ia.—We will probably build a new elvtr. next year.—Rutland Township Farmers Club, M. C. Stark, mgr.

Berne (Ute p. o.), Ia.—Nye Schneider Fowler Co.'s elvtr., including the grain stored in it, was destroyed by fire recently.

Clutier, Ia.—I am mgr. for the Farmers Elvtr. Co. which recently bot the elvtr. of Albert Simonsen.—Ed. V. Hadacek.

Sioux City, Ia.—Stanley Eales and E. C. Prescott bot two of the three last seats on the Board of Trade for \$2,000 each.

Farnhamville, Ia.—D. Milligan Co., of Jefferson, has bot the H. F. Dorkman elvtrs. here and at Easley; possession, May 1.

Estherville, Ia.—Fred Albertson has begun his duties as manager of the Slaughter-Burke Grain Co. office. He has bought an interest in the firm.

Deloit, Ia.—The newly organized Farmers Elvtr. Co. is building a new house. Geo. P. Swartz, mgr. Trans-Mississippi Grain Co.

Paullina, Ia.—Metcalf & Cannon have let contract to the Burrell Engineering & Construction Co. for a 100,000-bu concrete elvtr.

Baldwin, Ia.—The Hatch & Brookman Lumber Co. of Cedar Rapids contemplates building a grain elvtr. and feed mill in the near future.

Sioux City, Ia.—The Flanley Grain Co. will build a 114,000-bu. concrete elvtr. The Burrell Engineering & Construction Co. has the contract.

Fairfax, Ia.—J. W. Ellenberger, of Cedar Rapids, is mgr. of the elvtr. which we recently bot of the Jackson Grain Co.—Fairfax Mercantile Co.

Elberon, Ia.—Our elvtr. was recently struck by lightning. We have bot a house for our mgr., M. L. Bremer.—Elberon Farmers Grain & Supply Co.

Thor, Ia.—C. C. Schulte, formerly mgr. for the Bowles-Billings-Kessler Grain Co., has moved to Alexander. He is succeeded by W. I. Miller, of Niles.

Tingley, Ia.—Jake England has acquired thru trade the elvtr. of Ferguson & Heizer. Mr. Heizer will move to the farm formerly owned by Mr. England.

Merrill, Ia.—We are installing a No. 50 Dual-Marquis Cleaner built by the J. L. Owens Co. T. E. Ibberson Co. is doing the work.—Hoese Grain Co., Frank Todd, mgr.

Agency, Ia.—A. H. Miller and O. C. Bandel are building a 10,000-bu. elvtr. here to be conducted from A. H. Miller's office, at Libertyville Ia. Mr. Bandel will be mgr.

Belmond, Ia.—We will build a new elvtr. here beginning about the middle of this month. The Farmers Co-operative Elvtr. Co. has just completed a new plant.—R. E. Webb, Quaker Oats Co.

Oakland, Ia.—The Farmers Elvtr. Co. recently organized to buy and sell grain and coal with a capital of \$50,000. It will either buy the plant of the Oakland Grain & Coal Co. or will build an elvtr.

Hornick, Ia.—The Hornick Cereal Co. has changed to the co-operative plan and will be known as the Farmers Elvtr. Co. The company will build a concrete addition to its elvtr.—A. J. Nelson, mgr.

Montezuma, Ia.—I have sold my interest in the business conducted by Lynch & Thomas to my former partner A. H. Thomas who will continue it.—W. H. Lynch, mgr. Farmers Elvtr. Co., Green Mountain, Ia.

Central City, Ia.—We have changed our headquarters to 607 American Trust and Savings Bank Building, Cedar Rapids, Ia.—Hatch & Brookman Lumber Co., operating elvtrs. at Baldwin, Urbana and Fairfax.

Cushing, Ia.—We installed an oil dump control on our wagon dump to take the place of the one operated by hand. We also have a set of Fairbanks Auto Truck scales with type registering beam.—C. E. Lowry & Sons.

Holstein, Ia.—We have installed a new Fairbanks Morse Co. 1½-ton Automatic Scale. Our officers are L. H. Schroeder, pres., Wm. Schuett, vice-pres., Hugo Schuett, sec'y and Anton Grones, treas.—Farmers Elvtr. Co.

Hazleton, Ia.—The officers of the Hazleton Co-operative Commission Co. are: Pres., E. MacKenzie; sec'y and mgr., Fred Hillman; treas., Jos. Felsman; directors, D. L. Harrington, Neil Arnold, F. E. Harrington, C. F. Arthand, D. C. Caney and F. G. Kerns.—Jos. Felsman.

Hansen Heights, Ia.—A newly organized body of farmers to be known as the Hansen Heights Grain Co. will build an elvtr. here on the Atlantic Northern Ry. I am sec'y and general mgr.—C. W. McCaustland, Nelson & McCaustland, Atlantic, Ia.

Marcus, Ia.—The Edmonds-Londergan Co. contemplates the erection of a 30,000 or 35,000-bu. elvtr. equipped with 4 bins and workhouse, 1 leg, hopper scales, 10 h. p. kerosene engine and manlift. The company will also remodel its houses here at Archer, Mattock and Hinton.

Sioux City, Ia.—As a result of the favorable freight rates which have been in effect since last fall, Sioux City is waking up. The grain business has increased to a remarkable degree; memberships on the Board of Trade have made record breaking advances; several new firms have opened offices and plans for a number of new elvtrs. are under way.



Sioux City, Ia.—The Terminal Grain Corporation has completed arrangements for the installation of a complete system of switches and branch lines for its new elvtr. Contract for a 1,000,000-bu elvtr. has been let to the Burrell Engineering & Construction Co.

Anita, Ia.—The Kunz Grain Co. is building a 25,000-bu. galvanized iron elvtr. having a four-ply asbestos roof. It will be equipped with a manlift, electric power, a 1,500-bu. Richardson Automatic Scale 11-in. Salem Cups, and a Trapp Combination Auto Truck and Wagon Dump. The Younglove Construction Co. has the contract.

Erickson, Ia.—Our elvtr. caught fire on Apr. 7, presumably from lightning running in on electric wiring. The damage to building and grain will likely be about \$200. The fire was not discovered until it had made considerable headway, and we were very fortunate in saving the structure.—Farmers Elvtr. Co.

Fontanelle, Ia.—The Farmers Co-operative Co. is permanently organized capitalized at \$25,000 of which only \$15,000 will be issued at present. The officers are: Pres., John Ehm; vice-pres., E. G. Jacobs; sec'y and treas., G. F. Farrow. The new company will take over the elvtr. of the Dunlap Grain Co. about June 1.

Haverhill, Ia.—The Farmers Co-operative Exchange, newly organized, has completed a deal with the old firm of Kopel & Beale to take over their business about July 1, which will save the trouble of erecting a new plant. The Exchange will handle everything pertaining to farming on a carlot basis, on the co-operative plan. No buildings will be built now as the old ones will do with a few minor repairs.—B. H. Determan, pres.

## KANSAS

Hoyt, Kan.—R. A. Burns is no longer in the grain business.—Mrs. R. A. Burns.

Attica, Kan.—The Attica Mills has bot a Trapp Auto Truck Dump for its elvtr.

Garfield, Kan.—Olson Bros. Mill & Elvtr. Co. is installing a Boss Air Blast Car Loader.

Hoxie, Kan.—The Crum Mill & Elvtr. Co. is installing a mill in connection with its elvtr.

Pittsburg, Kan.—We may install a corn separator for poultry feed.—Pittsburg Elvtr. Co.

Wellsville, Kan.—The Farmers Union has let the contract for its new elvtr. to A. F. Roberts.

Rolla, Kan.—The Rolla Co-operative Exchange will install a Boss Air Blast Car Loader.

Aurora, Kan.—The Aurora Grain & Coal Co. will build a line of new coal sheds.—A. L. Key, mgr.

Hay City, Kan.—We may install new equipment for handling trucks at our elvtr.—W. J. Madden.

Williamstown, Kan.—Mr. Grames, of Perry, has let contract to A. F. Roberts for a 12,000-bu. elvtr.

Manhattan, Kan.—The Farmers Union Co-operative Ass'n has begun the erection of a new elvtr.

Altamont, Kan.—We will add a large storage room.—Farmers Co-operative Elvtr. Co., J. H. Ware, mgr.

Anthony, Kan.—The Farmers Union has bot the elvtr. of the Geoffrey Grain Co. and taken possession.

Harper, Kan.—The Farmers Elvtr. Co. has let contract for a 20,000-bu. re-inforced concrete elvtr.

Americus, Kan.—The Farmers Elvtr. Co. has bot the elvtr. of Bruce Carlson. Philip Ernst will be mgr.

Pittsburg, Kan.—The Kelso Grain Co. contemplates buying a portable elvtr. to load grain from wagon to car.

Anthony, Kan.—The Anthony Farmers Co-operative Elvtr. Co. has been incorporated with a capital of \$25,000.

Waldo, Kan.—A new automatic scale is being installed by the Farmers Union along with other improvements.

Kingsville, Kan.—The building of an elvtr. on the U. P. two and a half miles east of this place is contemplated.

De Soto, Kan.—We have recently entered the grain business at this point.—The De Soto Elvtr., C. W. Morse.

Osawatimie, Kan.—Leslie Thompson has succeeded Terry Jenkins as mgr. of the elvtr. of the Farmers Elvtr. Co.

Saffordville, Kan.—I understand that a new elvtr. is being built by the owners of the lumber mill.—J. L. Wilkin.

Antelope, Kan.—The Farmers Co-operative Union has left contract to A. F. Roberts for a 22,000-bu. studded house.

Danville, Kan.—The Farmers Elvtr. Co. will erect a 25,000-bu. elvtr. of reinforced concrete, to be completed by July 15.

Williamsburg, Kan.—The Williamsburg Elvtr. & Supply Co. has taken bids on the frame portion of an elvtr. to be built.

Wichita, Kan.—Our midsummer convention will be held here June 5 and 6.—R. B. Waltermire, sec'y, Board of Trade.

Spring Hill, Kan.—Work will soon start on the new 16,000-bu. elvtr. of reinforced concrete, being built by A. F. Roberts for the farmers.

Ashland, Kan.—A. W. Steen has sold his interest in the grain business and is now in the banking business at Protection.

Mercier, Kan.—Work has started on the Germantown Grain & Supply Co.'s 12,000-bu. elvtr. A. F. Roberts is doing the work.

Lyons, Kan.—The Farmers Co-operative Union has installed electric power and will dispose of its 20-h. p. gasoline engine.

St. John, Kan.—Chas. McGinnis is the new mgr. of the St. John Mills succeeding David S. Jackman, who has gone to Wichita.

Hanston, Kan.—We have reopened our house here, with Leo Evans in charge.—C. C. Isely Lumber Co., J. E. Mackey, Cimarron.

Clyde, Kan.—The Clyde Milling & Elvtr. Co. will make some further extensions.—Blue Rapids Milling & Elvtr. Co., Blue Rapids.

Wamego, Kan.—The Lord Milling Co. has completed a 5,000-bu. addition to its elvtr. The work was done by A. F. Roberts.

Hamlin, Kan.—Work is progressing on the 16,000-bu. elvtr. of the Farmers Co-operative Union. A. F. Roberts is doing the work.

Belmont, Kan.—The Farmers Grain & Mercantile Co. has suspended business. H. W. Plush will build an elvtr. of his own here.

Haviland, Kan.—We have built new coal sheds. We own two of the three elvtrs. here.—Farmers Co-operative Co. W. L. Dunbar mgr.

Kingman, Kan.—We are engaged in the grain, seed and feed business, but have no elvtr. on the R. R.—Ravenscroft-Antrim Co.

Pauline, Kan.—The Derby Grain Co. has let contract to A. F. Roberts for a 15,000-bu. elvtr. with asbestos roof and concrete bin bottoms.

Wichita, Kan.—David S. Jackman, mgr. of the St. John Mills at St. John, Kan., is treas. and ass't mgr. of the Kansas Milling Co. here.

Mercier, Kan.—The Farmers Co-operative Co. is tearing down its old elvtr. preparatory to building a new house. C. C. Roberts has the contract.

Parsons, Kan.—The Parsons Mill & Elvtr. Co. will build a 20,000-bu. elvtr. just north of its present plant. It recently completed a four car warehouse.

Minneola, Kan.—We are getting estimates on a 20,000-bu. elvtr. to be built six miles west of here.—Minneola Co-operative Exchange, U. L. Shelton mgr.

Dennis, Kan.—We have bot the elvtr. of W. S. Mortimer, and will remodel and improve same.—Farmers Union Co-operative Ass'n, Harry Neath, mgr.

Monmouth, Kan.—I became mgr. for this company Apr. 1 and will continue the position until further notice.—H. F. Jacobs, mgr. Farmers Union Elvtr.

Galva, Kan.—We are remodeling our elvtr., adding 9,000 bus. capacity, installing new dump and making other improvements. We will also install motors.—Galva Milling Co., J. C. Van Fleet mgr.

Belle Plaine, Kan.—We have started work on our 24,000-bu. frame iron-clad elvtr. We expect to put in and operate a 100-bbl. flour mill in 1920.—The Belle Plaine Milling & Grain Co., J. G. Fay mgr.

Buffalo Park sta. (Park p. o.), Kan.—Kansas Flour Mills are figuring on improving a little.—August J. Vanfeldt, The Buffalo Co-operative Ass'n.

Calloway, Kan.—The Calloway Milling Co. will build a new elvtr. as the old one has been condemned by the R. R. Co.—Blue Rapids Milling & Elvtr. Co.

Bluff City, Kan.—A new organization to be known as the Bluff City Farmers Union Co-operative Business Ass'n has been effected with a capital of \$12,000.

McPherson, Kan.—The Wall-Rogalsky Co. has let the contract for concrete grain elevator of 24,000 bus. capacity to the Burrell Engineering & Construction Co.

Wichita, Kan.—The Blood-Pickerell Grain Co. has been elected to membership on the Board of Trade and the membership of H. J. Boden has been transferred.

Black Wolf, Kan.—Weber & Co. will build an elvtr. if this crop comes. Their elvtr. here has not been run for 2 years.—Black Wolf Grain Supply Co. A. McMahan, mgr.

Cherryvale, Kan.—The elvtr. of the Cherryvale Grain & Lumber Co. is being given thorough overhauling, up to date machinery to facilitate handling being installed.

Pomona, Kan.—We have made some repairs on the elvtr. which we recently bot from W. Bowers & Son, and are ready for operation.—Farmers Union Co-operative Ass'n.

Bogue, Kan.—The Shellabarger Mill & Elvtr. Co. which sold most of its elvtrs. on the Lincoln Branch will repair its plant here.—G. H. Miller, mgr. Kansas Flour Mills Co.

Brenham sta. (Haviland p. o.), Kan.—R. F. Hern of St. John, Kan., who has recently returned from France is now employed as mgr. for the Brenham Mercantile Exchange.

Chanute, Kan.—The Farmers Co-operative Business Ass'n incorporated, capital stock, \$25,000. It will operate the property it recently purchased from the Chanute Milling Co.

South Mound, Kan.—We expect to make some improvements in our house, and build an office and warehouse.—Farmers Union Co-operative Ass'n, Harry Neath, mgr.

Inman, Kan.—The Enns Milling Co. will build a new concrete and steel elvtr. with a storage capacity of 71,000 bus. The Burrell Engineering & Construction Co. has the contract.

Elmo, Kan.—Work is starting on the 22,000-bu. studded elvtr. of the Farmers Union. The house is to have concrete bin bottoms and engine room. A. F. Roberts is doing the work.

Caney, Kan.—I have installed new machinery in my elvtr., and made changes which make it up-to-date. It will be ready for operation about May 15.—A. D. Young, Nowata, Okla.

Luray, Kan.—M. C. Mowery, who recently bot the elvtr. belonging to the Farmers Union Elvtr. Co. will be president and mgr. for a new company. The former company has discontinued business.

Burlington, Kan.—We have recently organized with a capital stock of \$20,000 and have bot the 15,000-bu. elvtr. of Gibbon & Reid. We may install a dump scale.—Farmers Elvtr. Co. J. A. Mahurin mgr.

Beaver, Kan.—We have just completed a 15,000-bu. elvtr. here. We will buy and sell all kinds of grain and farm machinery.—Farmers Union Co-operative Grain & Supply Co. of R. Wing, Kan. W. A. Bregen mgr.

Prescott, Kan.—We have started to build a small elvtr. which will be operated by W. Cummins. We will do a general grain and feed business.—Ft. Scott Grain & Implement Co. W. E. Weathers, mgr. Ft. Scott, Kan.

Ottawa, Kan.—The Farmers Co-operative Ass'n will probably purchase the elvtr. of the W. S. Williams Grain Co. as it has an option on the property at \$19,000. Elson Taylor, pres. and chairman of the board of directors.

Cedar Point, Kan.—I have sold my elvtr. here and the one at Aulne to the Stafford Milling Co. I am still operating this house but will turn it over soon. I may build a new elvtr. this fall but will not be in the business for a few months.—J. L. Wilkin.

Tescott, Kan.—We have sold our elvtr. here to Mr. John Neff. We recently disposed of our elvtrs. at Beverly to the Beverly Grain & Feed Co. and Shady Bend to E. Morton, but will operate all our other houses this season.—Shellabarger Mill & Elvtr. Co. D. P. Lorer, mgr. grain department, Salina.



Chase, Kan.—The Farmers Co-operative Elvtr. Co. has let contract to the Burrell Engineering & Construction Co. for a 45,000-bu. elvtr.

Black Wolf, Kan.—We have let contract to the Burrell Engineering & Construction Co. for a 15,000 to 20,000-bu. iron clad elvtr. and warehouse. We also will do some repairing on our elvtr. at Lorraine.—Ellsworth Mill & Elvtr. Co.

Charleston, Kan.—We have increased the capacity of our elvtr. and have installed a Richardson Automatic Scale. We are also building a warehouse and will install feed grinder.—C. J. Isley Lumber Co., J. E. Mackey, Cimarron.

Wichita, Kan.—L. C. Raymond has organized the Raymond Grain Co. with offices in the Board of Trade building. Mr. Raymond, who has been active in the grain business here for the past 10 years, has applied for a membership in the Board of Trade.

Wamego, Kan.—The Farmers Co-operative Elvtr. Co. incorporated, with capital stock of \$50,000 and will build a 30,000-bu. elvtr. The officers are pres., Henry Breymeyer; vice-pres. A. W. Soelter; sec'y, Anton Fleersch; treas. D. V. Atkinson. It is expected that the plant will be ready for operation by July 1.

Hutchinson, Kan.—The Hugoton Elvtr. & Warehouse Co. has let the contract to the W. H. Wenzel Construction Co., for a 375,000-yu. transfer elvtr. to cost \$125,000. It will have 51 bins, 2 2,000-bu. hopper scales, four places to unload, two legs with a capacity of 6,000 bus. per hour each, four legs of 2,500 bus. per hour each, 10 car pullers, 2 2,500-bu. per hour cleaners, belt conveyors in top and bottom and 15 motors to furnish power. The plant is of concrete and fireproof.

## KENTUCKY

Lexington, Ky.—The Lexington Roller Mills Co. has let contract to the Burrell Engineering & Construction Co. for a 140,000-bu. concrete elvtr.

Lexington, Ky.—W. H. Henderson, a retired grain and feed dealer, was found dead recently. Heart trouble brot on by an attack of acute indigestion is supposed to have been the cause.

## MARYLAND

Washington, D. C.—Albert F. McDowell, of McDowell & Sons died recently.—Wilkins-Rogers Milling Co.

Williamsport Station (Williamsport p. o.), Md.—Wm. Gower & Son have installed a Boss Air Blast Car Loader.

Washington, D. C.—The Wilkins-Rogers Milling Co. is adding a warehouse, four concrete grain tanks and making other repairs on its mill.

Baltimore, Md.—Herbert Sheridan has resigned as traffic mgr. of the Chamber of Commerce to accept a similar position with the Merchants & Miners Transportation Co.

Mount Airy, Md.—The Farmers Milling & Grain Co. has let contract to Deverell, Spencer & Co. for a 25,000-bu. re-inforced concrete storage bins with conveyors connecting with present mill.

## MICHIGAN

Eckford, Mich.—The farmers will raise money to buy Nowlin's elvtr.

Williamston, Mich.—The Linn Product Co. has sold its grain elvtr. to the farmers.

Britton, Mich.—C. D. Beebe is no longer mgr. of the Tecumseh Co-operative Ass'n, Tecumseh, Mich.

Hamilton, Mich.—The Kolvoord Milling Co. is installing a new mill.—Handy Electric Mills, Egan, Mich.

Schoolcraft, Mich.—Carpenter Bros. will install a dump and a self contained flour mill in their 30,000-bu. elvtr.

Charlotte, Mich.—The Square Deal Co-operative Elvtr. Co. has secured L. B. Abbott, of Ito, as mgr. of its recently acquired elvtr.

Charlotte, Mich.—We are installing a 1,000-bu. Richardson Automatic Loading Scale and a Challenge Dump in our elvtr.—Belden & Co. C.

Detroit, Mich.—John H. Wendell died May 3. He was at one time member of H. O. Clark & Co., and later became head of J. H. Wendell Grain Co. He is survived by one daughter and two grandchildren.

Onondaga, Mich.—We are putting in a Ferrell Cleaner here. We have installed a Ferrell 8D Cleaner in our elvtr. at Eaton Rapids.—Belden & Co., inc.

Leonidas, Mich.—We have equipped our elvtrs. here, at Pavilion and Scotts with dumps and the one here with electric motors.—White Bros., Scotts, Mich.

Bay City, Mich.—Kimball Martindale will install new belting, boots, buckets, conveying machinery, leg, feed mill, manlift, kerosene engine, scale, sheller and spouting.

Vandalla, Mich.—F. A. Tietzort will install a hopper scale, a separator, two legs and three screw conveyors in a building he has adjoining two cylindrical tanks here and will operate the plant by electricity.

St. Joseph, Mich.—The Twin City Milling Co.'s warehouse burned recently causing a loss of about \$25,000. The contents of the house, consisting of flour, cornmeal, and other feed, was burned. The company will rebuild.

Edwardsburg, Mich.—Our transfer elvtr. here burned Apr. 21. We are rebuilding the plant but for the present are transferring thru the South Bend Elvtr. Co. at South Bend, Ind.—Carpenter Grain Co.

Scotts, Mich.—1st Sergeant, Carroll White, Co. D. 6th Engineers, 3rd American Army as soon as he receives his discharge from the hospital at Fort Sheridan will take over our potato brokerage department.—White Bros.

West Branch, Mich.—The elvtr. of the West Branch Grain Co. burned Apr. 24, along with a number of other frame buildings, the last in the town. Men at the station said the fire was started by sparks from the early morning train.

Detroit, Mich.—After 40 years in the manufacture of various foods and feeds, the Beck Cereal Co. has gone out of business, the building having been leased and the machinery sold. George Beck, founder and pres. of the company will retire from active business an action contemplated three years ago, but which was delayed because he considered it his duty to remain at his post for the duration of the war.

## MINNESOTA

Campbell, Minn.—The Farmers Elvtr. Co. plan building a modern office.

Northcote, Minn.—The Northcote Elvtr. Co. has recently been formed here.

Bronson, Minn.—A Farmers Elvtr. Co. is being organized in this vicinity.

Campbell, Minn.—Winter Truesdale Ames Co. elvtr. has been closed temporarily.

Echols, Minn.—Simon Wettestad is now mgr. for the Echols Farmers Grain Ass'n.

East Grand Forks, Minn.—I am now mgr. for the Farmers Elvtr. Co.—C. A. Newhouse.

Freeport, Minn.—The Farmers Co. has rented the elvtr. formerly conducted by Moritz Hoeschen.

Brushvale, Minn.—The Brushvale Farmers Elvtr. Co. will repair its elvtr. this spring.—J. E. K., mgr.

Altura, Minn.—The Altura Elvtr. Co. will install an attrition mill, cleaner and dump. Henry Speltz is mgr.

Beardsley, Minn.—The Farmers Elvtr. Co. will enlarge its building.—F. C. Krudt, mgr. Grier Elvtr. Co.

Belgrade, Minn.—We may install a new gasoline engine.—Merchants & Farmers Grain Co., Frank R. Schmidt, sec'y.

Averill, Minn.—The elvtr. of the Monarch Elvtr. Co. is being overhauled, the work being done by C. E. Bird & Co.

Strathcona, Minn.—We expect to build an annex to our elvtr. here.—Red Lake Falls Milling Co., Crookston, Minn.

Browerville, Minn.—James Hart & Son will not operate their plant during the summer, but will re-open it in the fall.

Halstad, Minn.—Halstad Elvtr. Co. incorporated; capital stock, \$20,000; Christ Madson, pres. and Jas. Larson, treas.

Donnelly, Minn.—The National Elvtr. Co. will paint its elvtr. and the Farmers Elvtr. Co. may put in a set of dump scales.

Franklin, Minn.—I am no longer agt. for the Great Western Grain Co., and am out of the grain business.—Jens O. Martin.

Langby, Minn.—The St. Anthony & Dakota Elvtr. Co. is overhauling its elvtr. The work is being done by C. E. Bird & Co.

Little Falls, Minn.—B. Burton and others have taken over the Monarch Elvtr. Co.'s property and will convert it into a wood and coal yard.

St. Paul, Minn.—The Welsh bill giving sellers of grain first lien on memberships in grain exchanges was passed by the legislature.

Argyle, Minn.—The National Elvtr. Co. has a crew at work repairing its elvtr. here.—A. A. B., mgr., Farmers & Merchants Elvtr. Co.

Bejou, Minn.—The Farmers Co-operative Elvtr. Co. may install a new engine and do some minor repairing.—A. Hallstrom, mgr.

Monticello, Minn.—The Farmers Co-operative Elvtr. Co., incorporated with a capital of \$30,000. Officers are: Pres., J. C. Murphy; sec'y, C. C. Hastings.

Litchfield, Minn.—We will put in a feed mill to do grinding, which we will run with a motor.—Farmers Independent Elvtr. Co., E. E. Even-son, mgr.

Holt, Minn.—We contemplate erecting an elvtr. here to replace the plant which burned recently.—Red Lake Falls Milling Co., Crookston, Minn.

Altura, Minn.—We expect to change our dump scale so that we can receive grain delivered by auto trucks, and to install cleaning machinery.—Altura Elvtr. Co.

Bemidji, Minn.—Work has started on the new elvtr. of the Beltrami Elvtr. Co. The work is being done by local contractors.—H. C. Ervin Co., St. Cloud, Minn.

Ruskin (Faribault p. o.), Minn.—The recently organized Farmers Co-operative Co. has bot the east elvtr. from the Armour Grain Co., the price paid being \$6,500.

Crookston, Minn.—Both the Crookston Milling Co. and ourselves expect to make improvements in some of the elvtrs. at our local stations.—Red Lake Falls Milling Co.

LaSueur, Minn.—The Farmers Grain & Milling Co. has made some improvements in its elvtr. here, including an electric motor and a concrete basement and pits.

Blooming Prairie, Minn.—We have installed two 3 h. p. motors, one to operate the elvtr. leg and one to operate the cleaner.—Farmers Elvtr. Co., J. R. Edmond, mgr.

Adams, Minn.—This firm has let contract to the T. E. Ibberson Co. for remodeling its property and building a mill feed house.—J. S. Schaefer mgr. Hunting Elvtr. Co.

Milan, Minn.—A com'te consisting of A. Anderson, Jos. Fall, A. F. Tiegen and Edward Hagen, representing a co-operative company, will buy the elvtr. of the Milan Farmers Elvtr. Co.

Hanley Falls, Minn.—I have heard that the Pacific Elvtr. Co. will tear down its elvtrs. here and at Wood Lake and erect a new one at Hopkins.—Henry Forsan, mgr. Hanley Falls Farmers Elvtr. Co.

Wabasha, Minn.—We have completed the addition to our mill, which gives us additional capacity of 1,200 bbls. We have also installed new machinery.—Wabasha Roller Mill Co., W. B. Webb, mgr.

Truman, Minn.—We will make some minor repairs on our two elvtrs. here this summer. We have enlarged our machinery warehouse, giving us 2,800 sq. ft. floor space.—Truman Farmers Elvtr. Co.

Kenyon, Minn.—The Farmers Elvtr. & Merc. Co. is improving its elvtr. New equipment will include a Bird shipping scale, Richardson Cleaner, two elvtr. legs and an electric motor. C. E. Bird & Co. are doing the work.

Kerhoven, Minn.—Work is progressing on the Kerhoven Farmers Elvtr. Co.'s 40,000-bu. elvtr. The house will have 2 legs, electric driven, a 10-ton Howe Auto Truck Dump Scale and a 1,500-bu. Richardson Automatic Scale. D. F. Hoag & Co. is doing the work.

Nerstrand, Minn.—The Nerstrand Farmers Mercantile & Elvtr. Co. is remodeling its elvtr. A third leg and a cleaner will be installed, new pits will be built and a complete feed grinding plant and cold storage will be added. The Hickock Construction Co. has the contract.

Delano, Minn.—We intend to build a 15,000-bu. elvtr. It will be equipped with a cleaner, two legs, dump scales and automatic scale. A feed mill will be installed in connection with the elvtr. Jas. C. Murphy is pres., and C. C. Hastings, sec'y, of this company, which is incorporated for \$30,000.—Delano Farmers Co-operative Elvtr. Co.



Goodridge, Minn.—The Goodridge Farmers Elevator & Milling Co., newly incorporated, has elected the following officers: Stuart McLeod, pres., Emil Grams, sec'y and treas., and will buy the elevator, owned by A. B. Mandt, who will remain with the company.

St. Paul, Minn.—A Minnesota Department of Agriculture was created by the passage of a bill to that effect in the legislature. It will have general supervision over markets and during the coming two years will organize for business and conduct several investigations.

Hastings, Minn.—The Hastings Malting Co. will install a Williams Grinder with a capacity of 3,000 lbs. per hour, together with the necessary feed leg, packer and dust collecting system. Power is supplied by a 40-h. p. motor. The Hickok Construction Co. has the contract.

Norwood, Minn.—The Norwood Farmers Co-operative Elevator Co. is building an elevator to be equipped with 2 steel legs with 11-inch cups, driven by Fairbanks Ball Bearing Motors, a Fairbanks 10-ton Auto truck dump, a 1,500-bu. Richardson Automatic Scale and a double distributing spout. A fire-proof warehouse will be built in connection with it. Three elevators have already been burned on this site. D. F. Hoag & Co. have the contract.

Montgomery, Minn.—The Commander Mill Co. is installing a new steel leg and car pit and a spiral conveyor in connection with the existing steel tanks. The leg has a capacity of 3,500 bu. per hour and is driven by a 40-h. p. slip ring Allis Chalmers Motor and Morse Silent Chain Drive. It is also having constructed a concrete tunnel for conveying the grain from the car pit to the elevator. Both the car pit and tunnel are subjected to water pressure which necessitated waterproofing the concrete walls. Some unusual conditions were encountered in putting in the tunnel as it passes under the existing track scale. The Hickok Construction Co. is doing the work.

#### MINNEAPOLIS LETTER

The death of Henry Traeger for many years in the grain, hay and feed business, occurred recently.

S. C. Stephens, son of Sharp Stephens, local mgr. for Ware & Leland who has been with the 323rd Signal Corps has returned from France.

The Viehman Grain Co., which owned the Diamond Elevator, recently burned, is building a new warehouse.

John D. Sayre, Jr., Chicago representative of the Brown Grain Co., has applied for membership in the Chamber of Commerce.

I. A. Lovre is our representative in South Dakota and Bert De Merssman of Currie will represent us in Southern Minnesota.—F. K. Welch, E. L. Welch Co.

Quotations on Minneapolis rye, oats and barley will be received by the Chamber of Commerce at 15-minute intervals, the figures to be posted the same as Chicago quotations.

If the present plans are approved by the board of directors immediate steps will be taken to make the trading floor of the Chamber of Commerce one of the largest in the United States.

By the installation of a telephone on every sample table and special devices, the Chamber of Commerce expects to eliminate the messengers and callers and facilitate communication between offices and pit traders.

It has been necessary to change the dates of the annual meeting of the Tri-State Country Grain Shippers' Ass'n and the big Grain Trade Industrial Exposition from the 25th, 26th and 27th of June to June 26, 27 and 28, one day later.

Contract has been let to the Jas. H. Brown Co. by the Sheffield Elevator Co. for the erection of the addition to its elevator. "K." Twenty-four cylindrical tanks, each 15' in diameter and 89' deep, are to be built. The additional capacity will be 400,000 bus.

Capt. J. C. Verhoeff, member of the Chamber of Commerce Ass'n, died May 4, at the Asbury hospital. His death was the result of a cerebral hemorrhage which he recently suffered. He represented the Armour Grain Co. and was an old river man.

Requests for transfer of membership in the Chamber of Commerce have been posted by the following: T. V. Coleman to John D. Sayre, Jr.; A. R. T. Dent to E. R. Woodward; J. F. Dow to F. S. Butler. Bert De Merssman has applied for a traveling representative's license to represent E. L. Welch & Co.

A special com'te on contract grade of oats, composed of G. F. Ewe, H. E. Hughes, J. R. Marfield, W. T. Frazer and E. J. Grimes has recommended the following contract grades of oats: That on all sales of oats for future delivery, the following grades of oats may be applied: No. 1 white oats at ½ cent premium above the contract price; No. 2 white oats at the contract price; No. 3 white oats at a discount of 1½ cent per bushel under the price of No. 2 white oats. "And provided further, that on and after May 3d, 1919, all sales of oats for 'July' delivery shall be understood to refer to the new oats standards, and shall be termed 'new', to distinguish them from transactions relating to open July futures contracts existing upon that date, which for identification shall be termed 'old.'"

#### MISSOURI

Silex, Mo.—A 20,000-bu. elevator is being built by H. W. Eickerman.

Buell, Mo.—The farmers of this vicinity are organizing to erect an elevator.

Bowling, Green, Mo.—The Farmers Equity Co. has let contract for a new elevator.

Calhoun, Mo.—Walter A. Brownfield is mgr. for the Farmers Co-operative Co.

Otterville, Mo.—The Otterville Elevator Co. will install a Boss Air Blast Car Loader.

Carrollton, Mo.—J. J. Wiggins is building an elevator on the site of his old one which burned.

Tipton, Mo.—The Farmers Elevator Co., recently organized, has bot the elevator of A. L. Finley.

Grand Pass, Mo.—The Farmers Elevator Co. has bot the elevator owned by Plattner & Fenner.

St. Joseph, Mo.—The A. J. Elevator Co. has let contract to the Newell Construction Co. for an elevator.

Tebbetts, Mo.—David J. Rootes will build a 100,000-bu. concrete and steel elevator, 125 ft. high.

St. Joseph, Mo.—The capital stock of the St. Joseph Hay & Grain Co. will be increased to \$50,000.

Watson, Mo.—We are out of the grain business and have no successor.—McNeal Mercantile Co.

Lewis Mill (Glasgow p. o.), Mo.—The Farmers have organized a union and purchased the elevator, here.

Boonville, Mo.—The Boonville Mills Co. contemplates the installation of an overhead dump and power shovels in its elevator.

Rush Hill, Mo.—The Farmers Elevator Co. has completed a 25,000-bu. elevator. The Newell Construction Co. had the contract.

Monroe City, Mo.—The Farmers Co-operative Ass'n has bot property east of the light plant and will build a 15,000-bu. elevator.

Dameron, Mo. (R. F. D. Elsberry).—The Farmers Union has bot the elevator owned jointly by the Hannibal Milling Co. of Hannibal, and J. C. Welch.

Adrian, Mo.—The Farmers Selling & Supply Co. has just completed a 25,000-bu. elevator. The Newell Construction Co. did the work.

Winfield, Mo.—Farmers in this vicinity have organized with a capital of \$20,000 and bot the plant heretofore operated by Geo. W. Arnold.

Mayview, Mo.—The Mayview Farmers Ass'n has bot the elevator of the Eagle Mill & Elevator Co. and will take possession May 15.

Vandalia, Mo.—The Vandalia Farmers Elevator Co. has let contract to the Burrell Engineering & Construction Co. for a 20,000-bu. concrete elevator.

Wright City, Mo.—Astroth & Wiemer have sold their plant to the Hickory Grove Township Farm Club, a recently organized stock company.

Adrian, Mo.—We have opened our new elevator and feed mill business with J. F. Walton as mgr. and myself as pres.—Adrian Elevator S. & S. Co., per John Dever.

Warrenton, Mo.—The farmers of Boone Co. will organize a co-operative company capitalized at \$100,000 and will build a flour mill of 100 bbls. daily capacity.

Troy, Mo.—We are building a warehouse at our elevator, here, and are installing an auto truck scale. The elevator also will be remodeled. At South Troy we are installing an automatic scale, a receiving separator and a new engine.—Farmers Elevator & Supply Co.

Montrose, Mo.—We will install a new wheel separator, add an elevator leg, and increase the capacity of our elevator before the new crop starts moving.—Mann Grain Co.

Monroe City, Mo.—Green & Tooley have bot the elevator of McFarland Bros. on the Burlington right of way. McFarland Bros. will continue their fuel and feed business.

St. Joseph, Mo.—Jesse C. Garvy, who has been elected to membership in the Grain Exchange, has opened offices to represent the Taylor Grain Co., of Omaha.

St. Joseph, Mo.—New members admitted to the St. Joseph Grain Exchange are F. A. Wilkins of the Geiger Grain Co. and Geo. Ayisworth of the Aunt Jemima Mills Co.

Montgomery City, Mo.—Farmers in the vicinity of Buell, Mo., will organize a livestock shipping ass'n and will build an elevator, the business to be run on the co-operative plan.

Sweet Springs, Mo.—Contract has been let by the Farmers Grain & Elevator Co. for the construction of an elevator to replace its house, burned Sept. 30, 1918, and work will begin at once.

Eldon, Mo.—There is an elevator concern here known as the Rock Island Elevator Co. We are the only other grain firm here and we have sold to a farmers' organization which took possession May 1.—H. G. Harvey, Eldon Roller Mills.

Shelbyville, Mo.—We will build a 10,000-bu. frame elevator with concrete floors, equipped with the latest machinery and will also let contract for a brick warehouse in connection.—Farmers Elevator Co.

Nona (Dutzow p. o.), Mo.—The directors of the newly organized Farmers Elevator Co. are C. Siem, T. Voelkerding, L. Vogelpohl, Theo. Meinershagen and Theo. Mallinckrodt. The contract for an elevator has been let.

Springfield, Mo.—The Lipscomb Grain & Seed Co. is defendant in a suit brot by Mrs. Minnie Wise for \$7,500 for injuries which she alleges her son sustained when falling from one of the company's trucks. He slipped on some grain sacks and broke his leg.

Lebanon, Mo.—The Dean M. Martin Elevator Co.'s elevator and hay storage house were destroyed by fire Apr. 19. The loss, which is estimated at \$30,000, is about half covered by insurance. The company will resume business at the Laclede roller mills, which it owns.

The new grain inspection bill now before the Missouri legislature has undergone a pruning process which makes it acceptable to all interests. The revolving fund feature has been eliminated and James T. Bradshaw, warehouses commissioner, will be denied some of the power he has been working so hard to secure. The force of inspectors and weighmasters will be increased and salaries in the department will be boosted 25%.

#### KANSAS CITY LETTER.

The plant under construction by the Atlas Cereal Co. is nearing completion, and an additional \$40,000 building is to be begun at once.

Francis L. Conboy, a former employe in the local office of Logan & Bryan, is reported dead in France, death being due to pneumonia.

C. G. Smith of Hutchinson is sec'y of the Pierson-Lathrop Grain Co., succeeding E. H. Sullivan, who has gone with the Hodgson-Davis Grain Co.

E. H. Sullivan, formerly sec'y for the Pierson Lathrop Grain Co., assumed position as mgr. for our cash grain department Apr. 15.—Hodgson-Davis Grain Co.

The Kansas City Grain Club held its annual dinner at the Hotel Muehlebach May 1. D. F. Plazzek, second vice-pres., spoke on the plan of the Grain Corporation for handling the 1919 wheat crop.

The Norris Grain Co. will add a storage plant of 1,000,000 bus. capacity to their already large house. The construction work has been placed in the hands of the Burrell Engineering & Construction Co.

Old officers have been re-elected by the Kansas City Grain Club: Pres., F. G. Hoose; vice-pres., James N. Russell; sec'y and treas., H. C. Gamage; directors, Paul Uhlman, F. D. Bruce, D. C. Bishop, H. P. Ismert, and S. H. Miller. The election was held at the Hotel Muehlebach, after which D. F. Plazzek, zone agt. of the Food Administration Grain Corporation talked of federal plans for handling the next wheat crop.



Ware & Leland have recently remodeled their offices here on the fourth floor of the Board Trade Building. They now have greater conveniences and facilities for the conduct of their increasing business.

Burglars in the home of Robert Y. Smith, mgr. for the Clark Burdick Grain Co., shot Mrs. Smith thru the thigh at night recently when she and her husband returned with their daughter and entered their home. As Mrs. Smith opened the front door the shot was fired from within. The house had been rifled, but the Smiths arrived in time to interrupt the theft.

Frank G. Crowell and D. F. Piazek, first and second vice-presidents of the Food Administration Grain Corporation, have received the endorsement of the directors of the Board of Trade for their services in connection with that organization. Mr. Crowell will retire to private life again, but as Mr. Piazek's reappointment as Zone Agt. has been requested of Mr. Barnes, he will probably remain.

The transportation committee of the Board of Trade called a meeting Apr. 25 and decided to form an organization for the purpose of filing joint suit against railroads for unpaid loss and damage claims of millers, grain receivers and shippers. The roads, under federal control, have ignored these bills. A committee was appointed, consisting of M. L. Van Metre of the Arabee Flour Mills Corporation, W. H. Marshall of the Marshall Commission Co. and W. Brockett of the Frisco Elevators Co., to outline plans of procedure.

## ST. LOUIS LETTER.

Peter Payne, of the Merchants' Exchange, is suffering a broken jaw, which resulted from a kick from an automobile crank.

Chas. Reed, grain broker, died May 1 from a fractured skull, caused by being hit on the head by an inkwell which fell from the 13th floor of an office building.

T. W. Carter, Jr., Board of Trade member, was killed near here Apr. 26, when he ran his car into a truck to avoid a collision with another car. He was 23 years old.

A claim bureau will be established in connection with the traffic department of the Grain Club, for the benefit and protection of members, by handling cases refused by the railroads.

The following are posted for membership in the Merchants Exchange: Joseph E. Muckerman, Joseph A. Baardenheiser, Joseph O. Morrisey and Roscoe R. DeArmand. The membership of Geo. L. Edwards has been turned in for purchase and cancellation.

The fee for transfer of memberships in the Merchants Exchange has been increased from \$50 to \$500. It had previously been voted to increase the transfer fee to \$300 to be effective after July 1, but in view of the demand for memberships it was that best to rescind the previous action and make another advance.

Marshall Hall, pres. of the Grain Club, will point an elevator committee to work in conjunction with the committee on increased elevator facilities to acquaint the banking and railroad interests with the needs and demands of modern concrete elevator facilities of large capacity, for proper rail and river terminals for handling the great volume of grain that will come to this market. An industrial committee will also be appointed to induce industries using grain and grain products to come to this city.

## MONTANA

Miles City, Mont.—The capital stock of the Miles City Milling & Elevator Co. has been increased from \$50,000 to \$100,000.

Vilsall, Mont.—The Farmers Elevator Co. has contract to the Glasser Construction Co. the remodeling of its plant.—F.

Lewistown, Mont.—The Montana Elevator Co. planning to build several elevators this summer.—E. F. Halloran, Great Falls, Mont.

Ingomar, Mont.—A newly organized company will take over the Ingomar Flour Mill and the tract of the Musselshell Valley Grain Co.

Grass Range, Mont.—A Mr. Ferguson will succeed C. D. Summers, who recently resigned mgr. for the Equity Co-operative Elevator Co.

Wahkiakum, Mont.—The Columbia Elevator Co. is doing some repair work on its elevator. We contemplate making repairs and improvements in the house.—Equity Co-operative Ass'n, H. B. Barnes, mgr.

Barber, Mont.—The Farmers Elevator Co. has sold its house to the Occident Elevator Co., of Minneapolis.—L. W. Marquardt, agt., Columbia Elevator Co.

Miles City, Mont.—Snell Bros. are planning to overhaul their plant and install machinery for cleaning grain for seed.—E. F. Halloran, Great Falls, Mont.

Livingston, Mont.—Gary Bros. Hay & Grain Co. is planning to install a larger motor, as the 15-h. p. motor, now in use, doesn't give sufficient power.—F.

Lewistown, Mont.—Our annual convention will be held July 18 and 19 at Lewistown.—H. W. Stockett, sec'y, Northwestern Grain Dealers Ass'n, Great Falls, Mont.

Whitetail, Mont.—Contract has been let by the Montana & Dakota Grain Co. to C. E. Bird & Co. for the erection of a 25,000-bu. elevator, completely equipped, to replace the plant recently burned.

Columbus, Mont.—L. Doane Dixon, former owner of elevators here and at Merrill died recently of pneumonia when he was supposed to be recovering from influenza.—E. F. Halloran, Great Falls, Mont.

Red Lodge, Mont.—Contract has been let by the Treasure State Grain Co. to C. E. Bird & Co. for a 30,000-bu. elevator to replace the house recently burned. It will be fully equipped, and will be electrically operated.

Gilman, Mont.—The Montana Grain Growers Ass'n recently held a meeting to consider plans for the building of an elevator. Finances were not speedily forthcoming. They have a site, but it is not probable the house will be built soon.—X.

Antelope, Mont.—The elevator of the Farmers Grain & Shipping Co. has been closed until fall. Edw. E. Rishoff, formerly mgr. of the company, has been employed by this company for one year beginning May 1.—Hooven Grain Co., Alf. Hooven, mgr.

Beaverhead, Mont.—The Beaverhead Farmers Elevator Co. has dissolved and taken stock in the Beaverhead Milling & Elevator Co., which is completing a 75-bbl. flour mill, Barnard & Leas equipment, a 75 h. p. Fairbanks type Y semi-Diesel Engine. The mill is built in connection with the Farmers Elevator Co.'s elevator.—F.

Moore, Mont.—Moore Farmers Elevator Co. incorporated; capital stock, \$15,000; officers, David Bricker, pres., D. O. McGuire, vice-pres., D. V. Coffman, treas., and M. C. Burrenson, sec'y and mgr. The company has bot the 35,000-bu. grain business from the Farmers Elevator Co., which is electrically operated. Some improvements will be made including a Howe 10-ton Auto Truck Dump Scale.

Members of the grain grading and inspection and warehouse commission who have been named by the governor are: John M. Davis, of Bole Teton & Co.; Thos. M. Hunt of Broadview, Yellowstone Co.; Thos. Connelly of Howell Hill Co. Davis is a farmer and at the head of a farm organization; Hunt is a merchant operating a flour and feed establishment, and Connelly is a former pres. of the farm bureau.

## NEBRASKA

Dickens, Neb.—Fred Minnick will build a small elevator.

Fremont, Neb.—The Farmers Elevator Co. may build a 10,000-bu. elevator.

Glenvil, Neb.—The Farmers Union Elevator Co. in building new storage tanks.

Rokeby, Neb.—The Farmers Elevator Co. will soon be ready to handle grain.

Greenwood, Neb.—The Reitz Grain Co. has replaced its old engine with a new one.

Western, Neb.—The Western Elevator Ass'n will install a Hall Signaling Grain Distributor.

Beaver Crossing, Neb.—Work is progressing rapidly on the elevator of the Farmers Grain Co.

Crete, Neb.—The Crete Mills will build concrete storage tanks in connection with its elevator.

York, Neb.—The York Milling Co. has let contract for a 38,000-bu. reinforced concrete elevator.

Superior, Neb.—Elliott & Myers are building a new warehouse addition to their mill and elevators.

Fairbury, Neb.—The Farmers' Union has bot the elevator belonging to Jos. Mann & Son and will select a mgr.

Bloomfield, Neb.—The Samson & Swanson Elevator Co. has sold its elevator to H. F. Cunningham, who is owner and mgr.—Holmquist Grain & Lumber Co.

Omaha, Neb.—Chas. Borin, pres. of the Borin Co., who disappeared Feb. 6, has not been found.

Rogers, Neb.—The Wells-Abbott-Nieman Co. has bot a second Trapp Auto Truck Grain Dump.

Greeley, Neb.—R. M. Kinsman has resigned as mgr. for the Farmers Elevator Co. and will go west.

Battle Creek, Neb.—Geo. Scheerger will build a 12,000-bu. cement and tile elevator at his flouring mill.

Hoag, Neb.—The Hoag Farmers Elevator Co. will install a Hall Signaling Grain Distributor in its elevator.

Dewitt, Neb.—The Dewitt Farmers Elevator Co. may sell its elevators to the Dewitt local of the Farmers Union.

Fremont, Neb.—The Western Seed & Irrigation Co. has bot a Trapp Auto Truck Grain Dump for its elevator.

Berks (Crete p. o) Neb.—We are building some new coal sheds.—Farmers Union, L. F. M. Horstman, mgr.

Overton, Neb.—The Overton Farmers Elevator Ass'n has bot the Hord Grain Co.'s elevator. Will Star was appointed mgr.

Bladen, Neb.—Chas. Boom is the new mgr. for the Farmers Elevator Co., taking the place of G. W. Munson, who died.

Fairmont, Neb.—The Farmers Co-operative Ass'n, newly incorporated, has bot the elevator of the Fairmont Grain Co.

Colon, Neb.—The Nye, Schneider Fowler Co. will equip its elevator here and at Fremont with a Hall Signaling Distributor.

Ord, Neb.—The Farmers Grain & Supply Co. has bot the Ord State Bank, instead of establishing a fourth bank in this place.

Wayne, Neb.—The Crowell Lumber & Grain Co. is having its elevator repaired and painted. Some parts had to be replaced with new.

Stanton, Neb.—F. L. Sanders & Son have let contract to Thos. A. Ryan for a 45,000 to 50,000-bu. elevator to be operated by electricity.

Ogallala, Neb.—A Farmers Elevator Co. has been organized here with H. Brown, pres., Mr. Reimers, sec'y. A new elevator will be built.

Utica, Neb.—The Utica Farmers Grain Co. has let contract to the Burrell Engineering & Construction Co. for a 42,000-bu. concrete elevator.

Thayer, Neb.—The Farmers Grain Ass'n. will build a 30,000-bu. concrete elevator. The Burrell Engineering & Construction Co. has the contract.

Tobias, Neb.—We are replacing our old elevator with a new 25,000-bu. steel covered house. Will install an automatic scale.—W. T. Barstow Grain Co.

Murdock, Neb.—The Lincoln Grain Co.'s elevator and contents were completely destroyed by a recent fire that to have been caused by lightning.

Holdrege, Neb.—The Farmers Elevator Co. has let contract to the Birchard Construction Co. for their 30,000-bu. elevator and the excavation has started.

Bostwick, Neb.—The Farmers Union Elevator Co. will build a 20,000-bu. storage tank to handle the big wheat crop this year.—A. D. agt., Superior, Neb.

Kenesaw, Neb.—I have succeeded G. R. Gale as mgr. of the elevator owned by Frank Real. Mr. Gale has been transferred to McCook, Neb.—F. W. Hoobler.

Holbrook, Neb.—John Tripe, formerly mgr. for the Farmers Union Co-operative Educational Union, has been succeeded by Vern T. Eller, of Max.

Lodge Pole, Neb.—I succeed L. H. Hammet, who resigned as mgr. for this company.—A. R. Jameson, Jr., mgr. Farmers Union Co-operative Grain & Stock Ass'n.

Bellwood, Neb.—We may install a small separator that will handle mixtures of wheat and oats, to be used in connection with our large cleaner.—Farmers Grain Co.

West Point, Neb.—Work has started on our new concrete elevator. It will be equipped with an electric motor. The Ryan Construction Co. will do the work.—Farmers Co-operative Co.



Moorefield, Neb.—Sawyer & Green have bot the old elvtr. of A. Wilsey, which has been closed for 2 years. It will be torn down and the lumber used for other purposes.

Franklin, Neb.—I will install a receiving separator, new boot and head pulley, distributor, manlift, loading spout and possibly a motor truck dump in my elvtr.—C. C. Thomas.

Denton, Neb.—Bert Bunnell is installing a Barnard & Leas separator and making other improvements and repairs in his elvtr. The Denton Farmers Elvtr. Co. is putting in a rope drive.

Exeter, Neb.—W. W. Kimberly, who has been mgr. for the Central Granaries Co. for the past 21 years, has sold his residence here and will buy grain for the Farmers Elvtr. Co. at Big Springs.

Wisner, Neb.—I am now mgr. for the Nye-Schneider-Fowler Co. here, having been transferred from Foster 2½ months ago. John McTee, of Orchard, is second man.—Chas. A. Hammer.

Yanka, (Brainard p. o.) Neb.—L. Pesek has resigned as mgr. of the elvtr. of the Yanka Farmers Grain Co. and is succeeded by F. R. Svoboda.—S. P. Racek, mgr. Farmers Elvtr. Co., Brainard.

Genoa, Neb.—Work is under way for our new house. We are running on the co-operative plan and have another co-operative house and old line house here.—Farmers Co-operative Grain & Milling Co.

Bloomfield, Neb.—The Farmers Union Elvtr. Co. has been incorporated with a capital stock of \$50,000 and has bot the Paper Grain Co. Officers of the company are Wm. Trenhale, pres., and F. H. Crahan, sec'y.

David City, Neb.—Wells F. Howe has resigned as mgr. for the Nye-Schneider-Fowler Co., his resignation to take effect when a new mgr. is secured. Mr. Howe has been connected with the company 14 years.

Benedict, Neb.—We are building a feed house and will install a No. 0 Barnard & Leas Feed Mill driven by a 20-h. p. Fairbanks-Morse Motor. The work is being done by the Cramer Construction Co.—Farmers Grain Co.

Wilber, Neb.—The Wilber Mills purchased the house of the Updike Grain Co., taking possession Apr. 25. They will erect a 200-bbl. mill this summer. John Zwonecek is mgr. and John Zedrick is agt.—W. D. Russell.

Merna, Neb.—C. W. Layton has resigned as mgr. for the Farmers Grain & Supply Co. and will be succeeded by Mr. Highby, now in the company's employ. Mr. Layton's resignation will be effective June 1. The company will build a new flour mill.

Nelson, Neb.—We are tearing down our old elvtr. and will rebuild with a capacity of about 15,000 bus. in which we will install our feed rolls. It will be used as a cleaning house in connection with our steel storage.—Jensen & Sons Milling & Grain Co.

Omaha, Neb.—We are making some changes in our elvtr. to give greater efficiency in handling grain. We are also making some repairs in our line elvtrs. to enable us to handle the increased run of wheat. E. F. Otto has charge of our consignment department at Omaha.—Dawson Grain Co.

Monowi, Neb.—A Co-operative Ass'n has been incorporated, capital stock \$50,000; incorporators: A. R. Gardner, H. W. Madsen, F. L. Bates, Thos. Vicau, A. F. Schindler, A. L. Freeson, R. C. Herrington, Geo. C. Heiser, Chris. Christensen, Martin Johnson, F. A. Vicau, Jr., Wm. Alford, Jr., C. W. Bredeberg, Emil Schindler, W. A. Zepf, John Waechter.

Clarkson, Neb.—Work has started on our 45,000-bu. concrete elvtr. which will be equipped with 2 legs, an Invincible Cleaner, an 800-bu. hopper scale, a car puller, a safety manlift and an auto truck dump. The power will be furnished by 3 separate motors. The Ryan Construction Co. has the contract. Frank Drapela is pres.—Farmers Union Co-operative Supply Co., J. F. Jirovec mgr.

Alliance, Neb.—The Western Grain Co. is planning to build a 50,000-bu. elvtr. here and a 20,000-bu. house at Hemingford and probably at Berea. Alliance will be made the cleaning station where the grain collected at all elvtrs. from Billings east on the Burlington, will be cleaned before it is shipped to the Omaha market. The company plans to have at least 150 elvtrs. in Montana, Wyoming, South Dakota and Nebraska, with a membership in the Omaha Grain Exchange.

## NEW ENGLAND

Hartford, Conn.—Chas. L. Martin is our new treas.—Meech-Northam Grain Co., J. H. Sizer, mgr.

New Bedford, Mass.—John Franks, grain dealer, has filed a petition in bankruptcy, liabilities, \$5,741, assets none.

Bridgewater, Mass.—H. Plant, who has just recovered from a long illness, has accepted a position with the Eastern Grain Co.

Brattleboro, Vt.—Mr. Mundell is no longer with this company, having been succeeded by myself.—Valley Grain Co., S. C. Nichols.

Winchendon, Mass.—Wendell Phillips Clark, former grain man, died Apr. 17. He was 76 years old and leaves a wife and mother.

Northfield, Mass.—Thos. H. Parker will be mgr. for the E. Crosby & Co.'s elvtr. which is being built here. Mr. Barber, of Greenfield, has bot the grain business of J. L. Dunneill and H. C. Black will be in charge.

Springfield, Mass.—W. N. Potter & Son operated the elvtr. which is being wrecked to clear site for the new Union Railroad Station. They will probably rebuild on another location.—Eastern States Farmers Exchange.

Northfield, Vt.—E. Crosby & Co., of Brattleboro, have bot a site upon which to erect a building for establishing a grain business at this place. William A. Barber, of Greenfield, has bot the grain store of J. L. Dunneill.

Boston, Mass.—B. L. Colby, of Noyes & Colby, and member of the Chamber of Commerce and Exchange Club, died suddenly at his home in Winthrop, Apr. 14. He was born in Maine, Jan. 7, 1851, and had been in partnership with F. A. Noyes since 1893.

## NEW MEXICO

Havener, N. M.—We will build a new elvtr. here.—Clovis Mill & Elvtr. Co., Clovis.

## NEW YORK

Buffalo, N. Y.—Charles E. Collard, well known in the grain trade, died recently.

Buffalo, N. Y.—The Globe Elvtr. Co. has taken new quarters on the eleventh floor of the Chamber of Commerce, their ground floor offices being taken over by Park & Pollard Co., and the Black Rock Milling Corporation.

Buffalo, N. Y.—O. A. Bruso, recently returned from military service abroad, will re-enter the grain business by going into the grain commission business on his own account, with offices in the Chamber of Commerce.

## NORTH DAKOTA

Tappen, N. D.—The Farmers Elvtr. Co. is after a new manager.

Bowdon, N. D.—H. E. Showers is mgr. for the Equity Co-operative Exchange.

Arena, N. D.—The Equity Exchange of St. Paul, Minn., has bot an elvtr. here.

Chama, N. D.—The elvtr. of the Farmers Co-operative Grain Co. burned Apr. 30.

Hensel, N. D.—We will build a warehouse this summer.—Hensel Farmers Elvtr. Co. C. E. Briggs, mgr.

Gackle, N. D.—We have sold our elvtr. to the Co-operative Elvtr. Co.—N. Dak. Elvtr. Co., C. W. Jenner, mgr.

New Salem, N. D.—The Farmers Union Elvtr. Co. will build 19 new bins to add 7,000 bus. to its storage capacity.

Park River, N. D.—H. E. Replogle has bot the interest of the late Alex M. Ford in the Community Flour & Grain Co.

Overly, N. D.—It was the Northland Elvtr. Co.'s elvtr. which burned recently and not ours, as was previously reported.—Woodworth Elvtr. Co., H. Opsahl, agt.

Max, N. D.—The Independent Elvtr. Co.'s elvtr. is closed at present.—Equity Farmers Elvtr. Co., G. E. Yonkers, mgr.

Verona, N. D.—The Verona Grain & Fuel Co. has been dissolved. The business will be continued under the same firm name by R. J. Thies.

Doyon, N. D.—I have resigned as mgr. for the St. Anthony & Dakota Elvtr. Co. and have accepted a similar position with the Farmers Co-operative Elvtr. Co. at Windsor.—J. W. Brenner.

Crete, N. D.—O. A. Orn has resigned as manager of the Crete Co-operative Grain Co.

Straubville, N. D.—Straubville Farmers Grain Co. will remove the automatic scale from the work floor to the top of the elevator and rearrange the spouting.

Zap, N. D.—The Farmers Co-operative Co. is putting a new fireproof roof on its elvtr., giving it two coats of paint and overhauling the interior.—G. D. Riesland, mgr.

Dunseith, N. D.—The two farmers elevator organizations that have been in competition here have united their business under the name of the Equity Co-operative Elvtr. Co.

Fingal, N. D.—Other persons have bot the elvtr. of the C. E. Batcheller Estate, known as the Fingal Grain Co., and it will be operated in the future as the Fingal Grain & Implement Co.

Minnewaukon, N. D.—The Andrews Grain Co. is remodeling its elvtr., building a new foundation, new pits, enlarging the building and installing a shipping scale. C. E. Bird & Co. are doing the work.

Prosper, N. D.—The Equity Elvtr. & Trading Co. is installing a Richardson Auto Scale, new spouting, new work floor, new drive and new roof and having the elvtrs. overhauled generally by D. F. Hoag.

Fleece, N. D.—The Monarch Elvtr. Co. has let contract to C. E. Bird & Co. for the erection of a 25,000-bu. elvtr. Equipment will include a Fairbanks Dump Scale, Bird Shipping Scale and Fairbanks-Morse Engine.

Parshall, N. D.—I am going to retire from the grain business and start a stock farm at Stratford, Wis., with J. Stenglyr, who was my assistant here.—J. Damschen, mgr., Parshall Farmers Co-operative Elvtr. Co.

Richardton, N. D.—The Richardton Roller Mills has let contract to L. Buege for a 35,000-bu. elvtr. equipped with 2 legs with individual motor drive, a motor driven cleaner, automatic scale, hopper scale and a 10-ton dump scale.

Hague, N. D.—The German Grain Co. has let contract to C. E. Bird & Co. for the erection of a 25,000-bu. elvtr. Equipment will include a 10-h.p. Fairbanks-Morse Engine, 6-ton Fairbanks Dump Scale, Bird shipping scale and manlift.

Norway Spur, (Oakes p. o.) N. D.—The Farmers Equity Exchange has let contract to L. Buege for a 30,000-bu. elvtr. to be equipped with 2 legs, automatic shipping scale, cleaner roller feed mill, and a 10-ton dump scale with an auto truck dump.

Wyndmere, N. D.—The Wyndmere Equity Elvtr. Co. has taken down its elvtr. and is building an up-to-date 40,000-bu. house. The T. E. Ibberson Co. has the contract, and the work is about half completed.—J. L. Olson, mgr. Farmers Elvtr. Ass'n.

Minto, N. D.—The National Elvtr. Co. here will put a new foundation under its house this summer. The Grain Growers Co-operative Elvtr. Co. is cleaning out its house preparatory to closing it for the summer. E. Moore, mgr. for the company, expects to travel for the Welch Grain Co., of Minneapolis.—E. M. Loveland, mgr. Geo. M. Boswell Elvtr. Co.

Pillsbury, N. D.—We have let contract to the T. E. Ibberson Co. for a new elvtr., to be used as a cleaning plant in connection with our present elvtr. and coal sheds. The elvtr. will contain 28 bins, 2 track legs and 2 receiving legs, gang, flax and apron machines, cockle roller seed grader and mustard machine.—Pillsbury Farmers Elvtr. Co., P. C. Dilley, mgr.

Noonan, N. D.—We have let the contract for wrecking our old elvtr. upon the site of which we will build our new one. The new plant will be equipped to clean all kinds of grain and we also expect to do a good deal of seed cleaning for farmers. We have organized under the 1917 law as a co-operative company.—O. B. Larson, mgr. Farmers Co-operative Elvtr. Co.

Kelso, N. D.—The Equity Elvtr. & Trading Co. has let contract to C. H. Benson for the taking down of their two elvtrs. and annexes and for the building of an up-to-date 55,000-bu. elvtr. It will contain 20 bins, and the equipment will include 2 legs, 2 cleaners, an automatic scale, 20-h.p. Type Y Fairbanks-Morse Engine and 8-ton dump scale. The building will have an iron roof, and large story building will be attached to the driveway shed, the first story to be used for the engine and a heating plant, and the remainder for office purposes.



Ambrose, N. D.—The Northland Elvtr. Co. now handles flour and feed of all kinds, having built a new house for the purpose. The elvtr. of R. A. Grams is now operated by the Kellogg Commission Co. Wm. Gehrke is mgr. The Farmers Elvtr. Co. handles fence posts and wine and has recently added fence wire to its lines.—O. Ingmar Oleson, mgr. Northland Elvtr. Co.

Hillsboro, N. D.—The elvtrs, belonging to the St. Anthony & Dakota Elvtr. Co. and the Northwestern Elvtr. Co. burned recently, causing a \$38,000 total loss, believed to be covered by insurance. The fact that two former attempts had been made to fire the elevators, and that the fires were almost simultaneous strengthen the belief that they were incendiary. Two box cars, one containing 1,400 bus. of wheat, were standing alongside of the Northwestern elvtr. and were burned. The loss to the Northwestern elvtr. was about \$5,000 and the same amount in grain, little of which can be salvaged. The loss to the St. Anthony structure was about \$8,000 and to grain \$19,000.

## OHIO

Huron, O.—Fred Coleman, of Milan, will be mgr. for the Avery Grain & Elvtr. Co.

Pataskala, O.—M. E. and C. L. Mead Co. are installing a Boss Air Blast Car Loader.

Brighton, O.—The Brighton Farmers Elvtr. Co. has had a large sign placed on its elvtr.

Huntsville, O.—I. C. Miller & Co. contemplate installing an electric motor in their elvtr.

New Holland, O.—I am installing a 15-ton auto truck scale at my elvtr.—C. E. Groce, Circleville.

Grelton, O.—The Farmers Grain & Seed Co. has increased its capital stock from \$8,000 to \$40,000.

Painesville, O.—The Painesville Elvtr. Co. will increase its capital stock from \$20,000 to \$100,000.

Nova, O.—G. C. Crawford is mgr. for the Nova Co-operative Co., successors to E. E. Miller & Co.

Napoleon, O.—We installed a Boss Air Blast Car Loader in our elevator recently.—John Vocke & Son.

Cecil, O.—The Cecil Equity Exchange has bot the elvtr. which for nine years has been operated by A. M. Courtwright.

Laura, O.—Laura Grain Co. incorporated; capital stock, \$1,000; incorporators, Samuel Dull, E. E. Baker and Lona Baker.

Berlin Heights, O.—We have sold our grain business at Ceylon and here to the Shinrock Elvtr. & Supply Co.—Berlin Heights Fuel Co.

Jeromesville, O.—The Jeromesville Farmers Equity Exchange Co. incorporated; capital stock, \$25,000. C. R. Irwin, principal incorporator.

Toledo, O.—Wm. H. Haskell & Co., millers, have discontinued business. The firm was organized in 1887. Its output had been taken by distillers.

Ney, O.—We have bot the business of the Citizens Coal & Grain Co. We do not expect to make any addition to the plant.—Ney Co-operative Grain Co.

Briceton, O.—Workmen are clearing away the debris preparatory to building a new elvtr. to replace John Wickenhiser & Co.'s elvtr., which burned recently.

Bowersville, O.—The New Era Grain Co. has completed the installation of new equipment in its plant. The Skillin & Richards Mfg. Co. furnished the equipment.

New Knoxville, O.—In all probability we will install a new gas engine in our elvtr., and we are also considering the installation of a new feed grinder.—The Detjen Grain Co.

Cleveland, O.—The Hotel Statler has been selected as headquarters for the 40th annual meeting of the Ohio Grain Dealers Ass'n, to be held here Wednesday and Thursday, June 18 and 19.

New Madison, O.—Officers of the New Madison Grain Co. are: Pres., S. L. Bookwalter; sec'y and treas., U. S. Ray; Chas. Hoff, Frank Royer and John Hill, directors.—H. E. Billman, mgr.

Hebron, O.—C. A. Pence is having erected a new, 20,000-bu. elvtr. of cribbed construction, iron clad equipped with the best grain handling machinery. The Efficient Erecting Co. is in charge of the work.

Yellow Springs, O.—We contemplate installing some feed mixing machinery, such as elvtrs. conveying machinery, shafting, pulley, attrition mills, automatic feeders, etc.—John De Wine, De Wine Milling Co.

Leipsic, O.—We have bot the elvtr. from the Versailles Grain Co., formerly owned by Gehart & Worch. We will take possession May 12 and operate under the same firm name. L. E. Hiegel is mgr.—Hiegel Bros.

Crestline, O.—The Crestline Equity Exchange Co. is building a new 25,000-bu. frame elvtr. It will be operated by electricity. The contract is with the Reliance Construction Co.

Unioopolis, O.—Unioopolis Grain Co. incorporated; capital stock, \$30,000; incorporators, E. A. Faler, W. E. Miller, Frank Shepline, C. M. Grover, F. E. Naus and Roy Shaw.

Prout sta. (Sandusky p. o.), O.—The Central Erie Supply & Elvtr. Co., which is located here instead of at Bloomville, as was erroneously reported, has increased its capital stock from \$15,000 to \$30,000.

Fostoria, O.—The Fostoria Farmers Exchange has built a new office, installed wagon scales with auto attachments, three stands of elvtr. legs, Richardson Automatic Scales, a sheller, cleaner and grinder, all operated by electricity. The Efficient Erecting Co. did the work.

Toledo, O.—The organization of the Toledo Produce Exchange Traffic Ass'n was effected at a luncheon at the Commerce Club, May 5, by the election of the following officers: Pres. Geo. D. Woodman; vice-pres., F. J. Wilkinson; sec'y-treas., Carl E. Bryant.

Delphos, O.—The elvtr. of the Geo. F. Lang Milling Co. which we recently purchased will be operated in connection with our Middlepoint business under the name of the Hessian Elvtr. Co.—Middlepoint Grain & Hay Co., Samuel H. Hessian, Middlepoint.

Toledo, O.—Members of the Exchange are organizing a Traffic League, which will represent the grain and milling interests, to co-operate with L. G. Macomber, the traffic expert recently engaged by the Exchange. Monthly meetings will be held to discuss problems confronting the grain trade.

Oxford, O.—The Miami Milling Co. has sold its flour mill to the Wm. Easley Milling Co. of College Corner, which at one time owned an elvtr. at this place, but which was burned in 1912. Mr. Easley with Cecil Pults has purchased the interests of his partners, A. M. Graham and Frank Kapp, in the College Corner business.

Columbus, O.—At the annual convention of the Ohio Millers State Ass'n, officers elected were as follows: Pres., L. W. Dewey, Blanchester; vice-pres., J. A. Long, London; treas., F. H. Tanner, Columbus; directors for two years, H. M. Symons, Adena; E. W. Thierwechter, Oak Harbor; J. F. Myers, Massillon.

Cincinnati, O.—The Grain & Hay Exchange at a recent membership meeting took up several matters of importance, among which were the transfer of membership certificates; increasing the hay plugging track capacity to 100 cars in order to facilitate receiving and shipping; the publication of a daily newspaper containing local and general market information, succeeding the present Daily Bulletin. A com'ite consisting of John E. Collins, E. A. Fitzgerald and Wm. R. McQuillan, was appointed to take the initiatory steps.

## OKLAHOMA

Beaver, Okla.—The Alva Roller Mills are no longer operating here.

Freedom, Okla.—We are building a new elvtr. here.—Alva Roller Mills, Alva.

Bixby, Okla.—The Brown, Bower & Baxter Elvtr. Co., of Broken Arrow, whose elvtr. burned last Sept., will build an elvtr. here.

Gibbon, Okla.—We will install a new engine and auto scale.—J. S. McLean, agt. Red Star Mill.

Devol, Okla.—The elvtr. of R. I. Helton is being enlarged, Godfrey & Morris doing the work.

Karns Spur (Calumet p. o.), Okla.—Samuelson & Laughlin will install a Boss Air Blast Car Loader.

Dilworth, Okla.—I am sole owner of the Dilworth Elvtr. Co. and am building an elvtr. with a 3 or 4 car capacity. I have been in the grain business at Pickham for 10 years.—C. A. Rollins.

Lone Wolf, Okla.—The Cox-Henry Grain Co. is enlarging its elvtr. Godfrey & Morris are doing the work.

Augusta, Okla.—The Carmen Grain & Supply Co. of Carmen has bot the elvtr. of the Cox-Henry Grain Co.

Ringwood, Okla.—The Farmers Elvtr. Co. is building a 10,000-bu. tile elvtr. Godfrey & Morris have the contract.

Okeene, Okla.—The Okeene Milling Co. is doubling its storage capacity.—Choctaw Grain Co., Louis Vogt, mgr.

Muskogee, Okla.—A building permit has been issued to J. W. S. Bower for the erection of an elvtr. to cost \$20,000.

Miami, Okla.—G. W. Niceley, proprietor of the Miami Milling & Elvtr. Co., is building an elvtr. adjacent to his mill.

Mangum, Okla.—The Farmers Co-operative Elvtr. Co. has let the contract for 40,000-bu. elvtr., to be completed by July 1.

Orlando, Okla.—I am no longer in the grain business, having discontinued in July of last year after 25 years.—P. J. Meagher.

Arapahoe, Okla.—The Farmers Union expects to build an elvtr. G. H. Snow is sec'y and J. S. Thompson chairman.—M. C. Main mayor.

Quapaw, Okla.—Quapaw Mill & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, A. Price, R. C. Crosdi and M. E. Douthat.

Lindsay, Okla.—S. G. Ambrister and Ira Wheeler of Norman have bot the elvtr. of Keel & Son. Mr. Wheeler will be in charge of the business.

Geary, Okla.—Farmers Mill & Elvtr. Ass'n incorporated; capital stock, \$30,000; incorporators, F. C. Cabbage, A. C. Campbell and W. C. Geary.

Billings, Okla.—The elvtr. which the Billings Grain & Supply Co. recently bot from Pearson & Hayton is being repaired. Godfrey & Morris doing the work.

Peno, Okla.—In addition to the elvtr. owned here by W. B. Johnston, of Enid, another house is under construction and the erection of a third is planned.

Sayre, Okla.—The Farmers Co-operative Grain & Elvtr. Co. is a newly organized concern of which E. E. Green is pres. and J. F. Draper is vice-pres.

Cushing, Okla.—We contemplate obtaining specifications covering the construction of an elvtr.—Commonwealth Cotton Oil Co., J. H. Bellis, pres. and mgr.

Clinton, Okla.—The Clinton Elvtr. Co. has recently been incorporated with capital stock of \$25,000. It will begin work on a new elvtr. within the next month.

Capron, Okla.—We have bot the elvtr. belonging to W. J. Cameron and will operate it under our firm name.—P. A. Johnston & Son Grain Co., Coldwater, Kan.

Bison, Okla.—We will replace our gas engine with an electric motor. The El Reno Mill & Elvtr. Co. will probably install an electric motor.—Oklahoma Mill Co. G. A. Imel, agt.

Shawnee, Okla.—The F. & L. Flour, Feed & Grain Co. has let the contract for a \$62,000 mill and elvtr. with concrete storage tanks, to the Burrell Engineering Co. of Oklahoma City.

Carrier, Okla.—A charter has been granted the Carrier Mill & Elvtr. Co., capitalized at \$20,000. Wm. Schultz, U. G. Valentine of Carrier and H. M. Simon of Enid are the incorporators.

Lambert, Okla.—We have not yet installed a dump for trucks, but will soon have it to do. Have just installed an automatic Richardson Scale and are enlarging the dump.—E. W. McKibbin, mgr., The Farmers Grain & Supply Co.

El Reno, Okla.—Carl Humphrey of the El Reno Mill & Elvtr. Co. has let the contract for the construction of two wooden grain storage houses to the Burrell Engineering & Construction Co. of Kansas City.

Oklahoma City, Okla.—The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n: Maysville Elvtr. Co., Maysville; Farmers Union Exchange, Isabella; Henryetta Mill & Elvtr. Co., Oilton; Wheeler Bros., Watonga, Billings Grain & Supply Co., Billings; J. H. Spurlock, Woodward; J. W. Norman, Supply; G. W. Johnston, Fairview; Cherokee Grain Co., Oklahoma City; Edmond Grain Co., Edmond, and R. H. Pierson Grain & Coal Co., Woodward.



Carrier, Okla.—The Carrier Mill & Elevtr. Co. incorporated, has been granted capital stock, \$20,000; incorporators, H. M. Simon of Enid, Wm. Schultz and U. G. Valentine of Carrier.

Fairland, Okla.—We will operate at this point, Oseuma on the Frisco and Copeland on the M. O. & G. this season. We purchased the equipment and good will of M. T. Cox at Oseuma.—Geo. F. Milbourn & Son.

Talala, Okla.—Berge Bros. have let contract to Godfrey & Morris for the erection of a 10,000-bu. frame iron clad elevtr. All walls, floors and partitions below grade are to be of concrete, thus making the house rat proof.

Mountain View, Okla.—J. N. Kroeker, not P. N. Kroeker, purchased Mr. Loomis' interest in the Mountain View elevtr. of the Farmers Mill & Grain Co. J. N. Kroeker is in charge of the Mountain View elevtr.—P. N. Kroeker, mgr. Farmers Mill & Grain Co., El Reno.

## OREGON

Pilot Rock Ore.—The Pilot Rock Elevtr. Co. incorporated; \$42,000 capital stock.

Fulton, Ore.—Fulton Elevtr. Co. incorporated; capital stock, \$25,000; incorporators, Chas. Bloom, Chas. Carter and Jas. E. Harvey. The company has bot the Farmers Union Grain Agency's business.

Nolin, Ore.—Nolin Elevtr. Co. incorporated; capital stock, \$15,000; incorporators, Joseph Fisher, David Shumway and W. M. Slusher. The company has bot the business of the Farmers Union Grain Agency.

Pendleton, Ore.—Pendleton Elevtr. Co. incorporated; capital stock, \$25,000; incorporators, T. R. Hampton, M. C. LaHue and R. A. Bissinger. The company has bot the property of the Farmers Union Grain Agency.

Myrick, Ore.—Myrick Elevtr. Co. incorporated; capital stock, \$25,000; incorporators, F. H. Hudermann, Wm. R. Millners and G. F. Eggers. The company recently bot the business of the Farmers Union Grain Agency.

Pendleton, Ore.—The Farmers Union Grain Agency has sold its elevtrs. in the following towns to the farmers organizations at each point: Athena, Fulton, Myrick, Pilot Rock, Nolin and Pendleton. The Farmers Union Grain Agency will continue to operate. Three suits have been brot against the company by farmers alleging faulty cleaning of wheat and asking judgments aggregating \$34,548 for loss of crop and expense of reseeding.

Portland, Ore.—The reported consolidation of the Northern Grain & Warehouse Co.'s and the New York offices of Strauss & Co. of London pertains only to the New York offices of the two companies and business only from that port and the gulf. The business of the Northern Grain & Warehouse Co. at all other points continues as heretofore. Mr. A. Cohn, pres. of the Northern Grain & Warehouse Co., is also pres. of the Strauss & Co.'s New York offices.

## PENNSYLVANIA

Erie, Pa.—E. H. Suerken has just returned from a two months trip to California.

Philadelphia, Pa.—No part of the cost of fire insurance on grain stored in grain elevtrs. under federal control is to be assumed by the railroads, according to instructions issued by the railroad Administration, effective June 2, next. Hence, hereafter, the arrangement whereby the insurance on all grain received in the Port Richmond Elevtr. or drier has been charged by the Philadelphia Grain Elevtr. Co. for the period stored at an annual rate of 27½¢ per \$100 of value, will no longer be in effect after the date above mentioned. After that date, loss by fire and heating will be at owner's risk and insured warehouse receipts will no longer be issued. If owners desire fire insurance on grain stored, they will have to attend to the matter themselves.

## SOUTH DAKOTA

Corsica, S. D.—J. D. Hofer, of the J. D. Hofer Elevtr. Co., has removed to Freeman.

Ipswich, S. D.—I have sold my interest in the elevtr. to Geo. M. Engler.—P. J. Moritz.

Sherman, S. D.—The Farmers Elevtr. Co. is putting a reinforced concrete foundation under its elevtr., installing a Hall special elevtr. leg and a Richardson Automatic Shipping Scale. L. Buege is doing the work.

Westport, S. D.—We are going to build a new house this summer.—Westport Farmers Elevtr. Co.

Northville, S. D.—We intend to repair our elevtr. at this place.—Marshall Milling Co., Marshall, Minn.

Delmont, S. D.—James Carlon has let contract to Levi D. Wait for the erection of a 20,000-bu. elevtr.

Plankinton, S. D.—L. J. Schroeder & Co. will repair and raise their elevtr. The work will be done by Levi D. Wait.

Centerville, S. D.—The Farmers Elevtr. Co. has bot a Trapp Combination Auto Truck and Wagon Dump for its elevtr.

Vermillion, S. D.—The Farmers Co-operative Co. has bot a Trapp Combination Auto Truck and Wagon Dump for its elevtr.

Stickney, S. D.—A new scale and an air controlled dump has been installed in the elevtr. of the Farmers Elevtr. Co. Levi D. Wait did the work.

Corsica, S. D.—An automatic scale has been installed in the elevtr. of James Carlon, and other repairs have been made. Levi D. Wait did the work.

Raymond, S. D.—The G. W. Van Dusen Co. and the Eagle Roller Mills Co. will each install auto dump scales.—H. S. Thorp, agt. G. W. Van Dusen Co.

Kimball, S. D.—Contract has been let by Geo. Bradshaw to Levi D. Wait for the installation of a dump scale in his elevtr., and for making general repairs.

Garretson, S. D.—William Bargmann is now mgr. for the Farmers Co-operative Grain & Supply Co., which recently purchased the elevtr. of the H. Loonan Lumber Co.

Brandt, S. D.—We have let the contract to the T. E. Ibberson Co. for a potato warehouse, but it may not be built until fall.—L. J. Neshim, mgr. Brandt Farmers Elevtr. Co.

Armour, S. D.—James Carlon has bot all of the stock of the Carlon Elevtr. Co. and has dissolved the corporation, being now the sole owner of the business.—Ruel E. Dana.

Craven, S. D.—H. A. Stevens has resigned his position with the Farmers Equity Elevtr. Co., and will again be mgr. of the Farmers Elevtr. at Ipswich, a position which he held something over a year ago.

Lowry, S. D.—The newly organized Farmers Elevtr. Co. has bot the plant of the Pacific Elevtr. Co. and at present, I do not know whether I will remain with the old company or go with the new one.—Geo. Luttmers, agt.

Altamont, S. D.—The Grange Elevtr. & Supply Co. will build a 20,000-bu. elevtr. with one stand of elevtrs. It will have a cleaner, a 1,000-bu. Richardson Scale, engine, and dump scale. The Hickok Construction Co. has the contract.

Egan, S. D.—It is currently reported that the Farmers Grain & Fuel Co. is contemplating making extensive improvements in its plant this season. The Quaker Oats Co. is also figuring on improving its plant this year.—Farmers Grain & Lumber Co.

Alpena, S. D.—The Farmers Elevtr. Co. has wrecked its old elevtr. and is replacing it with a 25,000-bu. house, equipped with 2 legs, motor driven, Richardson Automatic Scale, Hall Distributor and a 10-ton Hope Dump Scale with an auto truck dump. The work is being done by L. Buege.

Hitchcock, S. D.—John Kingdon has let the contract for a 50,000-bu. elevtr. to the Hickok Construction Co. The house will have two stands of elevtr. legs with an improved double distributor, a cleaner, a 15-h. p. engine, a 26-ft. 10-ton Fairbanks Scale, combining both wagon and auto truck dump.

Claremont, S. D.—We are building a 50,000-bu. elevtr. Equipment will include 3 legs, cleaners, a grader, car puller and a wild oats separator. A new office, engine room and furnace room and a flour house will be built. It is to be completed about July 1. Our old house has been taken down. The T. E. Ibberson Co. has the contract.—Brown County Farmers Elevtr. Co.

Clear Lake, S. D.—Work is well under way for the remodeling of the plant of the Clear Lake Farmers Elevtr. Co. New equipment includes two stands of elevtr. legs, a double distributor, a large steel boot pan, a new dump and a cleaner. The legs will be driven by a 10-h. p. Fairbanks Motor. There is also a manlift. The Hickok Construction Co. has the contract.

Bonilla, S. D.—The Bonilla Equity Exchange has let the contract for a 25,000-bu. elevtr. which will be equipped with two stands of legs, Double Improved Distributor, a cleaner, a 15-h. p. Fan engine, 26x8 10-ton Howe scale with combined wagon and auto truck dump and a 1,500-bu. Richardson Automatic scale. Two large offices are to be built over the engine room. The work is being done by the Hickok Construction Co.

Armour, S. D.—I have bot the interest in my partner, Levi D. Wait, in the business formerly conducted under the name of Wait & Dana and will continue it. Mr. Wait will continue in the elevtr. construction work. In the dissolution of this partnership, one of the oldest firms in this section passes out of existence. Mr. Wait and I have been associated for more than a quarter of a century, having entered the grain business when each was about 21 years old.—Ruel E. Dana.

## SOUTHEAST

Decatur, Ala.—F. E. Taylor is mgr. of our newly acquired elevtr.—Lyle Taylor Grain Co., Albany, Ala.

Macon, Ga.—The Modern Milling Co. has let contract to the Burrell Engineering & Construction Co. for an 85,000-bu. concrete elevtr.

Eufaula, Ala.—The Eufaula Mill & Elevtr. Co., who recently completed a new elevtr., has started construction work on an oil mill in connection.

Dublin, Ga.—The Farmers Co-operative Ass'n., a member of the Farmers Union of this county, will build an elevtr. and cotton warehouse this summer.

Bluefield, W. Va.—Frame Bros. & Co. incorporated; capital stock, \$25,000; incorporators, J. M. Frame, G. M. Brase and M. V. Frame; to do a general brokerage business.

Bluemont, Va.—The Bluemont Milling Co. has let contract to Devereil, Spencer & Co. for a 12,000-bu. reinforced concrete elevtr. equipped for receiving grain by team, shelling, weighing, cleaning and delivering into cars.

## TENNESSEE

Memphis, Tenn.—I have just opened a brokerage office here.—Harris Scruggs.

Memphis, Tenn.—The Cereal By-Products Co., of St. Louis, is now represented here by Mr. Sommer.

Memphis, Tenn.—The Memphis Terminal Commission is considering the building of a river elevtr.

Memphis, Tenn.—The East St. Louis Cotton Oil Co. has sold its elevtr. to the Mississippi Elevtr., J. M. Trenholm, mgr. W. P. Battle & Co. are part owners.

Memphis, Tenn.—Union Coal & Grain Co. incorporated; capital stock, \$10,000; incorporators, Herman Katz, Alex Katz, R. V. Brocklin, W. S. Williams and A. J. Calhoun.

Nashville, Tenn.—Officers elected by the Grain Exchange are: Pres., E. M. Kelly; 1st vice-pres., F. E. Gillette; 2nd vice-pres., W. R. Tate; directors, W. T. Hale, Charles D. Jones, S. C. Wilkes and J. N. Covington.

Nashville, Tenn.—Lieut. John C. Bennett, jr., who has made an enviable record in the aviation service, has returned and will be associated with his father in the grain business under the name of John C. Bennett & Co.

Memphis, Tenn.—The old Riverside elevtr. belonging to Webb & Maury, one of the old time grain firms, has been bot by W. C. Early, who does a grain and feed business in connection with a wholesale grocery, the price being around \$62,000. What Mr. Early does not need will be used as a public elevtr.

Nashville, Tenn.—The switching charge of \$13 a car on grain handled by the Hermitage Elevtr. Co. on lines competing with the Tennessee Central R. R., will be absorbed, thru a recent ruling of the U. S. Railroad Administration. This puts this elevtr. on the same basis as local plants. This opens this elevtr. which was built by the Illinois Central, to a large trade in the southeast.

## TEXAS

Follett, Tex.—A. Liske & Co. will install a Hall Special Elevtr. Leg in its elevtr. here.

Muleshoe, Tex.—We will build a new elevtr. here.—Clovis Mill & Elevtr. Co., Clovis, N. M.



Povina, Tex.—We will build an elvtr. at this place.—Clovis Mill & Elvtr. Co., Clovis, N. M.

Waxahachie, Tex.—The Modern Milling & Mfg. Co. is installing a 50-bbl. Midget Marvel mill.

Amarillo, Tex.—The Panhandle Grain Dealers Ass'n will hold its annual meeting in Amarillo, May 19.

Fort Worth, Tex.—Geo. C. Ingraham, of Tyler, is now sec'y and treas. for the Fort Worth Elvtr. Co.

Farwell, Tex.—We have bot the elvtr. of C. L. Holman here.—Clovis Mill & Elvtr. Co., Clovis, N. M.

Gunter, Tex.—The elvtr. of the Brown Grain Co. was almost entirely destroyed by a recent fire.—G. H. Snider.

The Texas Grain Dealers Ass'n will meet in annual session at Galveston, May 23 and 24. Headquarters at Hotel Galvez.

Amarillo, Tex.—The Oklahoma City Mill & Elvtr. Co. will build a 500,000-bu., reinforced concrete mill and terminal elvtr. here.

Cisco, Tex.—Bradfish & McConnell, of Weatherford, have bot the grain business of E. G. Brashear. The new firm name will be the Cisco Grain Co.

Chillicothe, Tex.—We have sold our entire holdings, including all five of our elvtrs., to the Kell Milling Co., of Vernon.—Orient Milling Co., H. C. Jackson, mgr.

Pampa, Tex.—We expect to do some repairing on our elvtrs., and will enlarge their capacity, but have not let contract for the work.—L. C. McMurtry Grain Co.

Littlefield, Tex.—The report that we have filed certificate of dissolution is a big error. Our capital stock is paid in full.—H. G. Tolbert Grain Co., by H. G. Tolbert.

Fort Worth, Tex.—The com'te which is inspecting inspection departments of the various grain exchanges of the country was entertained by the Grain Exchange May 6 at a luncheon.

Longview, Tex.—Ed. Rembert has bot the interest of G. A. Bodenheim in the Farmers & Merchants Grain Co. He and Ed. Nelson will conduct the business. Mr. Nelson will retain his position as mgr.

Fort Worth, Tex.—The following officers have been re-elected by the Fort Worth Grain & Cotton Exchange: Pres., Douglass W. King; vice-pres., J. H. Mumbower; sec'y, E. B. Wootten; directors, R. L. Merrill, B. K. Smith and Charles Little.

Fort Worth, Tex.—Membership in the Grain & Cotton Exchange now costs \$500 instead of 200. Applications for 23 new memberships have been made, leaving only twelve shares of the treasury stock available. Improvements are contemplated as the treasury shows a prosperous condition.

Cisco, Tex.—We want something small and probably portable in the way of elvtr. machinery that will unload small grain from wagons and place it in warehouses, in cars or sack as desired. Because of the uncertainty of the small grain crop the installation of an elvtr. is not justified.—Wight & Anthony.

Fort Worth, Tex.—The following have been elected to membership in the Texas Grain Dealers Ass'n.: Swearingen Mercantile Co., Swearingen; Thornton & Smith, Belton; J. H. Jocker Grain Co., Houston; A. W. Discher, Vylle; J. R. Atchley, Denton; Lawther Grain Co., Dallas; W. A. Barlow, Galveston; W. W. Barton, Holland; Henrietta Milling Co., Henrietta; M. G. Davis, Trenton; O. A. Tombs, Richland Springs; The Hamilton-Turner Grocery Co., Waco; Ragsdale Bros., Mission; Wharton Grain & Produce Co., Wharton, and J. F. Nordmeyer Elevator Co., McAllen. The application of Behannon Bros. for membership was rejected by the Executive Committee, which approved the application of the Corsicana Roller Mills to have their name changed to the Corsicana Mill & Grain Co.; also the application of the Orth Milling Co. to its present name, the Yoakum Mill & Elvtr. Co.

## UTAH

American Fork, Utah.—The Peoples Mill & Elvtr. Co., recently organized, has bot the Star Roller Mills of the Chipman Mercantile Co.

Salina, Utah.—Farmers Equity Milling & Elvtr. Co. incorporated; capital stock, \$50,000; officers, J. C. Anderson, pres.; J. C. Neilson, vice-pres., and J. C. Moore, secy.

Ephraim, Utah.—The Ephraim Milling & Elvtr. Co. has sold its mill to Christian Willardson, D. W. Anderson and Wilford Anderson.

Salt Lake City, Utah.—The Lemp Warehouse, formerly used by the C. H. Reilly Co., has been bot by David Robins, pres. of the Farmers Grain & Milling Co. It will be remodeled and used as an elvtr.

Ogden, Utah.—The Globe Grain & Milling Co. is completing its 750,000-bu. elvtr. here and will build a flour mill. We will build 25,000-bu. elvtrs. as Portage, Utah; Ririe and Walker, Idaho.—Holley Milling Co., U. G. Holley.

## WASHINGTON

Hartline, Wash.—The plant of the Hartline Milling & Elvtr. Co. has been closed for repairs.

Cheney, Wash.—The F. M. Martin Grain & Milling Co. is now operating its new mill. Bert Eason is in charge.

Spokane, Wash.—Walter Armington and J. M. Dorrach have made an assignment of the Liberty Food Products Milling Co. to the Spokane Merchants Ass'n.

Reardon, Wash.—The Washington Grain & Milling Co. will hereafter operate the houses they have been leasing to the Seattle Grain Co. These houses are located at Hite, Mondovi, Gravelles and Deuny. H. C. Burns, President of the Reardon National Bank, will be manager.

Seattle, Wash.—The Milwaukee Grain Elvtr. Co. has bot from the Hammond Mill Co. the elvtrs. situated at Waterville, Alstown, Douglas, Supplee, Withrow, Mansfield and Coulee City. The aggregate capacity of the elvtrs. is 500,000 bus. John Raymond is country mgr. for the company.

Kennedy Ford, Wash.—The Kennedy Ford Farmers Union Warehouse Co. No. 1, Limited, has sold its grain warehouses to the White-Dulany Co. The deal gives the White-Dulany Co. all the warehouses on the W. I. & M. railroad. The houses will be operated by Webster & Lamphere. C. W. McFarland, local agent for the White-Dulany Co., will retain his position.

Pasco, Wash.—We have reorganized with a capital of \$50,000 and will operate mills and elvtrs. Our officers are: Pres., Sam Glasgow, Spokane; vice-pres., M. G. Russi, Portland, Ore.; sec'y, treas. and general mgr., C. B. Shoemaker, Pasco. We have purchased the mill at Kennewick, which will be remodeled and will have a capacity of 200 bbls. a day. I expect to have general supervision, but later will select a competent man for local mgr.—Pasco Flour Mills Co., C. B. Shoemaker.

## WISCONSIN

Cleveland, Wis.—Dominic Wagner will build an elvtr. this year.—John F. Gretz.

Brooks, Wis.—We are putting in new Fairbanks 6-ton, 22-ft. Scale.—H. H. Peters & Son.

Burlington, Wis.—We are planning to put in a large feed grinder and coal elvtr.—Burlington Feed Co.

Northline (Hudson p. o.), Wis. H. C. Hansen has bot the elvtr. of Garry Greene, who has operated it for more than 30 years.

Livingston, Wis.—We have become consolidated with and are now operating under the name of Livingston Lumber Co.—W. F. Alton & Co.

Beaver Dam, Wis.—J. C. Williams of Fox Lake has sold his elvtr., feed mill and flour business to Bert Williams, who took possession Apr. 15.

Clinton, Wis.—We are installing a double motor driven feed grinder in addition to the elvtr. and feed business.—Associated Farmers Co., E. Foley.

Abrams, Wis.—The D. J. Baudhuin Co. has installed a feed grinder and a new gasoline engine in its grain elvtr. preparatory to doing custom grinding.

Green Bay, Wis.—John Eberling, Jr., vice-pres. and treas. of the John Eberling Milling Co., died Apr. 24 in a local hospital. He was 53 years old. He operated an elvtr. and mill.

Menomonee, Wis.—The Wisconsin Milling Co. is enlarging its elvtr., installing a new shipping scale, Fairbanks Dump Scale, electric motor, a cleaner and 2 legs. C. E. Bird & Co. are doing the work.

Milwaukee, Wis.—New members of the Milwaukee Chamber of Commerce are Guy Blanchard, mgr. of the newly opened branch of the Godfrey-Blanchard Co. of Minneapolis; Spaulding Rugee of the Taylor & Bournique Co., and W. M. Morse.

La Crosse, Wis.—The John Gund Brewing Co. which also operates elvtrs. is amending its articles of incorporation so that it may buy, sell and deal in denatured alcohol and all by-products and all products and equipment necessary to its manufacture and handling.

## MILWAUKEE LETTER.

Elevators "A", "E", and the Rialto will be repaired during the summer.—A. A. Breed, Chief Inspector Chamber of Commerce.

B. B. Hancock has taken up his new offices in the Chamber of Commerce building where he will represent the Interstate Grain Co. For the past five years, Mr. Hancock has been with Quinn-Shepardson & Co., Minneapolis.

The Franke Grain Co. has been expelled from membership in the Grain Dealers National Ass'n for refusing to pay an award after the arbitration com'te had decided against it. The case, which resulted in the expulsion, was No. 424, in which the Leopold-Todd Grain Co. of Omaha was the plaintiff. The dispute arose over how much grain a buyer must take on a firm offer when there is no stipulation in the offer as to the amount he will accept on such firm bid. In the case in question, the defendants accepted 5,000 bus., but refused a like additional amount which later the plaintiffs sold for the defendants' account at a loss of 26 cents a bushel. The decision of the directors was based on Sec. 17, Art. VI of the rules which reads: "Sec. 17. Neglect or refusal to submit the subject matter of a controversy to arbitration, or failure to comply with an award of an arbitration com'te shall be deemed uncommercial conduct, and the penalty therefor shall be expulsion."

## WYOMING

Cheyenne, Wyo.—The Lexington Mill & Elvtr. Co. has bot the Frontier Elvtr.

## Tentative Program for Oklahoma Convention.

Announcement of some of the subjects to be discussed at the annual convention of the Grain Dealers Ass'n of Oklahoma, to be held May 20 and 21 at Oklahoma City, has been made by Sec'y C. F. Prouty.

The first session is to be carried out in the usual manner, but thereafter a plan is to be followed which will make it possible at any time to inject any subject of importance which may come up. A list of subjects pertaining to local, state and national subjects will be prepared, and everyone present will be given an opportunity to participate in the discussions.

The tentative program follows:

2:30 p. m. Tuesday, May 20.

Call to order.

Address of Welcome.

Response for the Ass'n and Pres, Clemons' Annual Address.

Address: "The Value of Future Trading as an Insurance in the Grain Business," G. A. Moore, Pres. Kansas City Board of Trade.

Address: "Oklahoma Workmen's Compensation Law," Judge J. W. Thompson, Oklahoma City.

Address: P. E. Goodrich, Pres. Grain Dealers National Ass'n, Winchester, Ind.

Address: "Past and Future of the Grain Trade."

10:00 a. m. Wednesday, May 21.

Called to order.

Presentation of Plan for organizing a Southwestern Grain Dealers League. Thad. L. Hoffman, Wichita, Kansas, Pres. of the League. This is to be made a special order of business to be followed by general discussion.

2:00 p. m. Wednesday, May 21.

Subjects to be discussed in a general way:

Handling of the 1919 Wheat Crop.

Car Situation.

Cost per Bushel Handling Wheat Thru Country Elevator.

Convention headquarters are to be at the Skirvin Hotel, and the sessions will be held in the hotel building. Rates for rooms at the Skirvin run from \$1.50 to \$3.00 per day when occupied by one person, and one-half the rate is added when a second person occupies the room. Each room has either shower or tub bath.



## Concrete or Wood for Grain Elevators.

BY R. A. MILLER, DECATUR, ILL.

The grain man who contemplates the building of an elevator today finds himself confronted with a choice between wood and reinforced concrete as a building material.

Wood has been the accepted material for elevator construction for many years. However conditions have changed rapidly in the past five years. The price of lumber and the wages of carpenters have advanced the cost of a wood elevator to the place where reinforced concrete can compare favorably even for the smallest country elevator.

Any man figuring on building an elevator will ask two major questions, the answers to which will be the basis for his final decision as to wood or concrete as a building material. His first question is, Will grain keep in concrete bins as well as it will in wood bins?

His second question is, How does the cost of the concrete elevator compare with the cost of the wood house?

The average man is better acquainted with the abuse of concrete than he is with the proper use of it. He has seen concrete in side-walks, basement floors, and similar places where an uncertain mixture of sand and stones with clay or dirt and some cement have been placed together and called concrete. Nine times out of ten it cracks, and ten times out of ten moisture goes through it freely. Consequently the average man is positive that "concrete draws moisture," therefore he cannot understand how grain can keep in concrete bins.

There is only one satisfactory answer to this question and that is for the man to find his answer by going to see elevators that have been built of concrete and have been used for years, and ask the owner if grain keeps in the concrete bins. Let him look at elevators that have been built of concrete and see for himself if all concrete cracks. A little investigation will convince the most skeptical that concrete is the ideal material in all respects for a grain handling or storage plant.

The question as to the cost is after all the factor which will determine his final decision between wood and concrete. Does an elevator of concrete cost more than one of wood? If so, how much more? And, how much more is a man justified in paying for a concrete house on first cost to reduce constant fixed expenses?

The difference in first cost between wood and concrete construction varies somewhat with the locality and the type and size of the plant. However, the following comparative figures for elevators of 15,000, 30,000 and 60,000 bus. capacity show the facts in sufficient detail to represent a general rule applicable to ordinary conditions:

	No. 1. 15,000 Bu.	No. 2. 30,000 Bu.	No. 3. 60,000 Bu.
First cost wood elvtr....	\$ 9,000	\$12,000	\$20,000
First cost concrete elvtr.	11,000	15,000	25,000
Annual insurance, wood over concrete .....	200	350	500
Annual depreciation, wood .....	360	480	800
Annual repairs, wood ..	100	150	200
Total annual expense of wood over concrete ..	660	980	1,500
Annual interest on cost of concrete above wood	120	180	300
Total cost at end of 5 years—			
Wood .....	12,300	16,900	27,500
Concrete .....	11,600	15,900	26,500
Total cost at end of 10 years—			
Wood .....	15,600	21,800	35,000
Concrete .....	12,200	16,800	28,000
Total cost at end of 15 years—			
Wood .....	18,900	26,700	42,500
Concrete .....	12,800	17,700	29,500

From the above comparison it can readily be seen that in at least five years the savings from the concrete over the wood house will have paid the difference in cost and in succeeding years will allow the owner to buy grain on a closer margin or to add materially to his annual profits.

Besides the above consideration in the concrete house, there is no loss from leaks or vermin; there is no danger of being suddenly thrown out of business by a fire; there is no unequal settlement of the building; machinery once in adjustment is always there; there is no vibration of the building from the running of a cleaner or other machinery. These and many other minor advantages should be considered by a grain man before making a decision between wood and concrete as a building material for a grain elevator.

## Hold Hearings on Inspection and Split Certificates.

In order that constructive criticism might be submitted to the Bureau of Markets in respect to the practicability of a form of split certificate, grain merchants and inspection departments interested in cargo loading and inspection at Great Lakes ports and the Atlantic seaboard, were invited to attend a series of hearings. They were held at Chicago May 5, at Buffalo May 6, and at New York May 7. The amendment as proposed, follows:

"Whenever it clearly appears that during the loading into a boat, barge or other vessel of any lot or parcel of grain submitted to a licensed inspector for inspection there is included therein an appreciable portion in one mass, of grain which is distinctly inferior to the remainder of the lot, a sample of such inferior portion shall constitute a sample of the entire lot, and the inspection, grading and certification of such entire lot by such inspector shall be based on such sample only; as, for example, in case such distinctly inferior portion consists of smutty or garlicky wheat and is loaded in one mass with wheat which is not smutty or garlicky, or consists of grain having a high percentage of dirt, screenings, other grains, or other foreign material, or damaged kernels, or moisture, which is loaded in one mass with other grain having materially lower percentage of such foreign matter, damaged kernels or moisture.

"No licensed inspector having inspected, graded and certificated the grade of any lot or parcel of grain shall issue a certificate of grade for any portion thereof unless (a) such portion be separated from the whole, identically preserved, so as to constitute a separate lot or parcel, and (b) the inspection and grading thereof be based upon a representative sample taken from such portion after its separation from the whole."

Representatives of practically all the grain concerns interested in cargo loading attended the meeting at Chicago and Attorney M. M. Townley for the elevator interests. All were in favor of some sort of regulation, but most of them objected on the ground that it would give the inspectors too much authority; also that it would not stand in court as it does not conform to the in inspection regulation and on the ground that both the in and out inspection should be equitable.

The Bureau considers it undesirable to permit the issuance by licensed inspectors of "split" certificates, stating unequivocally the grade of the lot of grain specified, as it is possible that the grade so specified may not be the true grade as a composite sample may not be representative of each separate portion.

FOR THE GUIDANCE of inspectors, under the new oats standard Act, the Bureau of Markets is putting out a tray showing the classes of oats and the minimum color from the standards of appearance for Nos. 1, 2 and 3 white oats. Later on they expect to put out similar trays for wheat and corn. Not only will these be a guide to the inspector, but the farmer and country elevator operator may also find them of value when he visits the inspectors' offices.

CONTRACTS for 650 miles of road were let May 6 by the Illinois State Department of Public Works at Springfield. The average price per mile is \$27,900 as against the \$18,000 estimate when the \$60,000,000 bond bill was passed. Of this increase, 10% consists of increases in freight rates and an added thickness of a half inch of concrete to be applied; one-third is due to the increase in the price of cement and the remainder to increase in cost of labor, equipment, stone and gravel.

## Feedstuffs

"GROWMORE" is the trade mark registered by Hyman & Ackerman, Lima, O., for the poultry food, under serial No. 113,885.

MEMPHIS, TENN.—Edwards-Morgan Co. enlarging its facilities, having leased an freight warehouse adjoining its plant.

CAMBRIDGE, ILL.—Business in feed has been good. Corn has been coming in in this section for feeding.—H. C. Ringle, Wm. Ringle Co.

PORTLAND, ORE.—The Portland Flour Mill Co. has razed the old Olympic warehouse to make way for a modern cereal and feed mill which will be erected this summer.

PAYETTE, IDA.—The Idaho Alfalfa Milling Co. has been incorporated with a capital stock of \$125,000. The incorporators are D. J. Ainsworth, David L. Peterson and J. C. Thomas.

KANSAS CITY, MO.—F. E. Davenport is the new mgr. of the feed department of the Atlantic Cereal Co., coming from St. Joseph, Mo., where he has been associated with the Great Belt Mills Co.

CHICAGO, ILL.—The feed business recently begun by Rosenbaum Bros. has increased to such an extent that larger quarters have recently become necessary. An addition will be built and more machinery installed within a short time.

TIPTONVILLE, TENN.—A new alfalfa mill will be erected here. The men interested in the project are Col. A. E. Markham, J. E. Vaughn and Bruce Glasscock. The plant will cost \$20,000 and will be operated by electricity. It will handle alfalfa and all kinds of grain seeds.

CAIRO, ILL.—The Roberts Cotton Oil Co. suffered a loss of \$200,000 when its big seed warehouse burned Apr. 26. The oil mill and other buildings were saved, but eight box cars were burned. This is the second time the company has lost a warehouse by fire. A new one entirely fireproof will be built.

KEARNEY, NEB.—The Great Western Alfalfa Milling Co. has closed out the last of its Nebraska holdings in the sale of the local plant to W. J. Scoutt, possession to be given Aug. 1. In future it will operate only in Colorado. H. H. Gribbs, local mgr., will remain until the plant changes hands after which he will continue with the same firm in one of their Colorado mills.

FORT WAYNE, IND.—We have just completed the installation of the necessary machinery to manufacture horse, dairy, hog and poultry feed. The plant is complete in every way and will start operations within the next few days. F. B. Neal, formerly superintendent of the feed department of the Buckeye Cereal Co. will be in charge of the new feed plant.—T. McMillen Co.

A REFERENCE to our February report will show that tankage produced by several of the smaller plants in the state carry a decidedly low percentage of protein. This deficiency is usually due to careless mixing and lack of proper laboratory check. One tankage showed a loss of 14.77% protein, which at the customary basis of settlement would mean a rebate of \$516.95 per car.—Ohio Department of Agriculture.

PEORIA, ILL.—The excavation for the basement and foundations of the new plant to be erected by the American Milling Co. has been completed, and the pouring of concrete has been started. The entire plant is to be of reinforced concrete, and the main building will be 188 feet high. It will have approximately capacity of 30 carloads of feeds daily. The plant was designed by Hewett & Emers in conjunction with Elmer H. Carp and V. Jobst & Sons, the contractors.



ATLANTA, GA.—Fire in the plant of the Alco Feed Mills recently caused a loss estimated at \$50,000. It is believed to have been caused by locomotive spark. The fire was discovered about two o'clock in the morning. Eight big bins of alfalfa and several hundred tons of hay were consumed while the machinery and several hundred gallons of syrup were ruined by fire and water. The building is of brick, about 200x100 ft. It was used for the manufacture of feed for horses and cattle and also for the manufacture of syrup.

GROSS BROS. of Hightstown, N. J., have incorporated under the name of Gross Bros. Inc., and will begin the manufacture of horse, dairy and poultry feeds. They have built an elevator at their plant and have put in a siding which will hold about 20 cars. Branches will be operated at Trenton, Long Branch, Freehold and Manasquad, N. J. The main office will be at the mill at Hightstown, but there will also be one in the Produce Exchange, New York City. The officers are: Pres., Harry Gross; vice-pres., Samuel Gross; treas. and gen. mgr., David Gross; sec'y, Samuel Rothchild.

THE REMOVAL of S. T. Edwards, vice-pres. and general mgr. of the Hales & Edwards Co., from Chicago, who has elected to cast his lot with the Portland Flouring Mills Co., Portland, Ore., will occasion genuine regret. Mr. Edwards, who has been at the head of the feed department, will hold a similar position with the Portland firm. It operates one of the largest flouring mills on the Pacific Coast and will add a modern mixed feed plant, the erection of a large structure for this purpose to be commenced shortly. Mr. Edwards has been prominently identified with the feed interests having been one of the founders of the American Feed Manufacturers Ass'n, serving as its pres. for two terms and as chairman of its executive committee for several years. F. A. Bell, until recently of the advertising department of the Hales & Edwards Co., will go to Portland where he will be advertising mgr. for the same company with which Mr. Edwards is associated.

NEW MEMBERS ELECTED at a special meeting of the Executive Committee of the American Feed Manufacturers Ass'n held in Chicago, Apr. 24, are: Chas. G. Simon, St. Louis, Mo.; Owensboro Products Co., Owensboro, Ky.; Barado Mills, New York, N. Y.; Hunter-Robinson Milling Co., St. Louis, Mo.; and Anheuser-Busch Brewing Ass'n, St. Louis, Mo. The members were unanimously in favor of the questions contained in Referendum No. 27, on the report of the Committee on Industrial Relations Regarding Principles of Industrial Relations, which were submitted by the United States Chamber of Commerce. A committee consisting of O. E. M. Keller, chairman, J. C. Reid, H. C. Atwood, H. A. Abbott, Henry Schomaker, G. A. Chapman, F. C. Gruetker and H. Roy Eshelman, was appointed to meet Secretary Rasmussen at his office in Harrisburg, Pa., Apr. 30, relative to the proposed new ruling by Pennsylvania authorities, in regard to certain by-products.

## Feedstuffs Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Chicago, lbs.	36,594,000	64,682,000	71,351,000	77,472,000
Indianapolis, tons	4,320	612	.....	.....
Kansas City, tons	3,560	1,380	15,260	7,440
Lincoln, tons	7,937	4,895	72,944	46,790
New York, tons	1,979	.....	842,225	.....
St. Louis, sacks	127,790	93,720	209,370	76,040
San Francisco, tons	271	261	.....	.....
Winnipeg	31,000	95,000	.....	.....
Waukegan, tons	2,920	3,240	15,281	18,755

A CARGO of South African corn is being figured on for shipment to New York. South Africa raises from 25,000,000 to 30,000,000 bush annually, but ships most of its surplus to Europe.

## Seizures for Adulteration and Misbranding.

A number of firms have been haled into the United States District Courts in various states, charged with violation of the Food & Drugs Act, the complaints against them being adulteration and misbranding. Among the shippers of grain and feeds who have come under the ban are the following:

Prater-Mottier Co., Terre Haute, shipped a carload of ear corn to Milledgeville, Ga. which consisted of 90% decayed vegetable substance. Shipment was ordered sold at public auction for hog feed.

Elwood Grain Co., St. Joseph, Mo. made a similar shipment to the same point, which was found to contain the same percentage of decayed vegetable matter, similar disposition being made of it.

The Early & Daniel Co. of Cincinnati, O. was fined \$50 and costs because a shipment of their "Tuxedo Old Process Oil Meal" to Indiana which was supposed to contain not less than 32% crude protein the principal ingredient being flaxseed was found to be deficient in the former as the mixture contained over 20% of weed seeds. The better portions were sold and the remainder was destroyed.

The Hollis Cotton Oil Light & Ice Co., Hollis, Okla. was fined \$50 and costs on a shipment of "Choice Cotton Seed Meal or Cake" from Oklahoma into Kansas, the analysis showing that the amount of protein, crude fat and fiber was not contained in the product in the percentages given on the label.

Hugh Ledford, Tullahoma, Tenn. was charged with shipping 40,520 lbs. of unhusked ear corn to Canton, Ga. which consisted in part of decomposed vegetable matter. It was ordered released to him under \$500 bond.

W. Newton Smith of Baltimore was charged with shipping 500 sacks of cottonseed meal from Georgia to Front Royal, Va., which contained a less amount of protein than the guarantee specified. It was turned over to Luke Smith, trading as M. J. Smith & Co. under \$1,000 bond.

Three shipments of 500 sacks each of "Second Class Cotton Seed Meal" shipped from Georgia to Auburn, Me., were seized because the statements on the labels as to the amount of protein contained in the product and the weight of each sack was false. They were turned over to the St. Louis Cotton Oil Co. which gave bond.

A shipment of 343 sacks, each containing 90 lbs. of "East Coast Brand Sweet Feed" which was shipped to Jacksonville, Fla. was found to consist in whole or in part of a filthy, decomposed and putrid vegetable substance. The quantity of the contents was not plainly marked on the outside. They were released on bond to the Consolidated Grocery Co.

C. M. Campbell & Co. of Pine Bluff, Ark. were charged with shipping 200 sacks of cottonseed meal and 400 sacks of cottonseed cake to Fort Dodge, Kan. without being properly labeled. After paying the costs and giving bond for \$500, the goods were turned over to the shippers.

Hugh Ledford, Tullahoma, Tenn. was charged with shipping 46,902 lbs. of unhusked ear corn to White, Ga. which was mixed with decomposed vegetable substance. The property which was unclaimed was sold at public auction.

The Mueller & Young Grain Co., Chicago, was charged with shipping a carload of oats to Richmond, Va. which contained a large percentage of other grains and more than 13% of chaff and weed seeds which injuriously affected its quality. It was released to the company on payment of costs and the execution of a bond for \$2,000.

The Town Creek Milling Co., Sweetwater, Tenn., was charged with shipping 470 sacks of corn to Sells, Ga. which consisted in part of decomposed vegetable substance. The

corn was turned over to the company on bond after the payment of the costs.

John Wade & Sons, Memphis, Tenn., were charged with having shipped 33 sacks labeled wheat, but containing some chaff, trash and weed seeds, to Orlando, Fla. The wheat was released on payment of costs and giving \$100 bond.

## Buyer Held to Contract with Farmer.

In Reimer v. Swingle the Supreme Court of Iowa on Apr. 12, 1919, ruled in favor of plaintiff on an oral contract for the sale of corn at the agreed price of 90 cents plus the rise of the market, for delivery not later than Apr. 20, 1917.

When hauled in the market was about \$1.35, but defendant said he thought it was worth \$1.23. Defendant alleged that his understanding was that he should pay the rise of the market at such time as he demanded delivery, and that when he demanded delivery, Mar. 20, the market was only \$1 per bushel. It was a question of fact for the jury what the contract was and when the corn was to be delivered.

The defendant testified that in a conversation a few days after the corn was delivered plaintiff wanted \$1.35, and defendant told him he did not owe \$1.35, and that he tendered him \$1.23 per bushel for the corn as a settlement; that he told plaintiff he did not consider that he owed what he was going to tender, but would offer it in the form of a settlement, and would withdraw it if plaintiff did not accept it. Plaintiff testified on the same subject, and all the evidence on this subject went in without objection. In the instruction complained of the trial court referred to this testimony, and then said in substance:

"Under the strict rules of evidence this testimony would not have come before you perhaps. An offer of compromise is not an admission of indebtedness or any other fact in the case, but this testimony came before you without objection, and is before you, and you are instructed with reference to such testimony that it is not to be considered by you as an admission by the defendant that he owed the plaintiff \$1.23 per bushel for the corn. It is not to be considered by you in that respect, but only to be considered by you as bearing upon the contract between the parties with respect to delivery, if it does throw any light upon that proposition, but it is not to be considered by you as an admission of a debt to the plaintiff in the amount of \$1.23 per bushel or any other amount."—171 N. W. Rep. 590.

## West Virginia Feed Law.

West Virginia has enacted a new feed inspection law which becomes effective May 17. Among its provisions are a tonnage tax of 25c per ton, and the labeling of all packages containing feed, it being, in effect, the Uniform Feed Law adopted by the feed control officials.

On the label, must be stated the net weight of the contents, the name, brand or trade mark, the name and principal address of the manufacturer or person responsible for placing the commodity on the market, the minimum per cent of crude protein, and crude fat, the maximum per cent of crude fiber and the specific name of each ingredient used in its manufacture.

Commercial feedingstuffs according to the law, "Shall be held to include all feedingstuffs used for feeding livestock and poultry except whole seeds or grains, the unmixed meals made directly from the entire grains of corn, wheat, rye, barley, oats, buckwheat, flaxseed, kafir and milo, whole hays, straws, cottonseed hulls and corn stover, when unmixed with other materials, together with all other materials containing 60% or more of water."

COULD NOT get along without the Journal.—O. C. Thomas, Franklin, Neb.



## Grain Carriers

THREE CARS have passed by here lately leaking wheat badly. It was caused by bumping cars too hard in switching.—O. E., mgr. The Cambridge Milling Co., Cambridge, Minn.

THE FIGHT for lower wheat rates from the Inland Empire on the basis of a water grade haul which Portland, Ore., is waging is arousing Seattle and other Puget Sound ports to active opposition.

THE SANTA FE RAILROAD will use 7,000,000 ft. of yellow pine for making grain doors for box cars. The order was given in Kansas City and was the largest ever made on that market for the purpose.

A STEAMSHIP line between Buffalo, Chicago and Milwaukee, to operate in connection with railroad lines to and from Buffalo and western trunk lines beyond Chicago and Milwaukee, is to be established by order of Director General Hines.

DULUTH, MINN.—Shipments of grain from Duluth and Superior elvtrs. in one day recently broke all previous records, 2,760,000 bus. being loaded into eight steamers for Buffalo. Two loads of rye consisting of 850,000 bus. were included in the shipment.

TRANSPORTATION in England, according to Sir Eric Geddes, minister without portfolio, is financially in a semi-paralyzed state. Railway capital before the war returned 4.2%. Now, there is a loss of from 2 to 3%. Roads which cost the country 20,000,000 a year, are earning no income.

"OUR GOVERNMENT should scrupulously refrain from entering any of the fields of transportation, communication, industry and commerce when it can be successfully conducted by private enterprise," is the gist of a resolution adopted by the U. S. Chamber of Commerce in its session at St. Louis recently.

THE LOSS under government operation of railroads for 15 months was \$418,000,000. Conditions in April, tho not yet reported, show no indication of improvement. Up to March 1 of this year the deficit in government operation of the American Railway Express was \$14,540,000. During the months of January, February and March the deficit in railroad operation was \$192,000,000.

FIFTEEN wooden ships have been sold by the government at \$650,000 each, a loss of about \$86,600 on each vessel. Twenty-five more are offered for sale. The government has 115 of these wooden merchant vessels, all in service, and all of which will be sold. The best bids received on four steel reconstructed lake steamers offered recently were only 40% of the appraised value and new bids were asked for.

THE RAILROAD administration still has the 100,000 cars which it ordered last summer on its hands as in many cases the railroads have refused to take them because of the high cost of manufacture. Many of the cars are stored on sidings awaiting disposition of the tangle over their allotment and responsibility for their cost. Delivery and acceptance by the roads takes them automatically out of the control of the government and this condition is not desired by the government until the

## Screw Controlled Wagon and Truck Dump

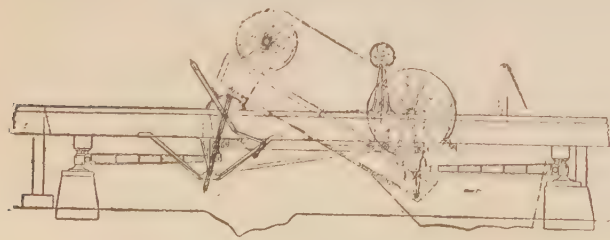
One of the important advantages claimed for the dump, shown in the accompanying engraving, which has recently been perfected by the Edward R. Benson Co., is the fact that it employs gravity to dump grain from the auto truck's box.

In the construction of the dump, a jack screw is attached to the forward end of the dump platform. Around this jack screw is placed a female threaded hub bolted to a ring gear supported by out reaching members that are firmly attached below the driveway floor. The ring gear is driven by a pinion attached to the end of a shaft which itself is driven by a chain and sprocket. Power for the operation of this chain and sprocket may be supplied by a hand wheel or, the shaft may be driven thru pulleys and belts by the engine or motor that operates the other machinery of the elevator.

In principle, the operation of the dump is based upon the fact that about 75% of the weight of a loaded truck is carried on the rear axle, and that with the center bearing rod on which the platform pivots in front of this load the platform will descend by gravity when the loaded truck is placed in position. In this case the hand wheel and the jack screw would serve to retard this descending movement. When the truck is empty, 20% more of the weight is on the front axle than on the rear, and the jack screw is needed to retard the movement of the platform as it is being restored to the level position. It is claimed that either wagons or trucks can be tilted to an angle of 30 degrees within 10 to 18 seconds, and that at all times the operator has full control of the apparatus and can eliminate all danger of a fall of the load taking place.

If a dump scale is installed in the driveway this device can be applied to it, and it is said that in this service it will give satisfactory results.

THE CONTENTION of the public service commission that higher rates by the New York Telephone Co. and the Western Union Telegraph Co. and proposed increases in the charge by the New York Telephone Co. will be illegal and unlawful has been sustained by Justice Ridd of the Supreme Court of New York, and he has issued an injunction preventing enforcement of the advances that had been ordered by Postmaster General Burleson.



Longitudinal Section of Wagon Dump.

## The New Nebraska Statute on Grain Exchanges.

The present bolshevistic drift is breaking out in spots even in the good old U. S. A. Fortunately the American bolsheviks do not find it necessary to gain their ends by direct action as in Russia, when they can use the ballot box and the legislature, as in North Dakota, Montana and more recently Nebraska.

In Nebraska a band of good American citizens of what the bolsheviks sneeringly describe as the intelligentsia type; that is, possessing brains rather than brawn, gathered themselves into an organization for mutual benefit, as the Omaha Grain Exchange. Their crime is that they can read and write, are clever at figuring freights and finance. One of the rules that has built up their organization is that members shall not bribe customers to trade with them by offering to split commissions.

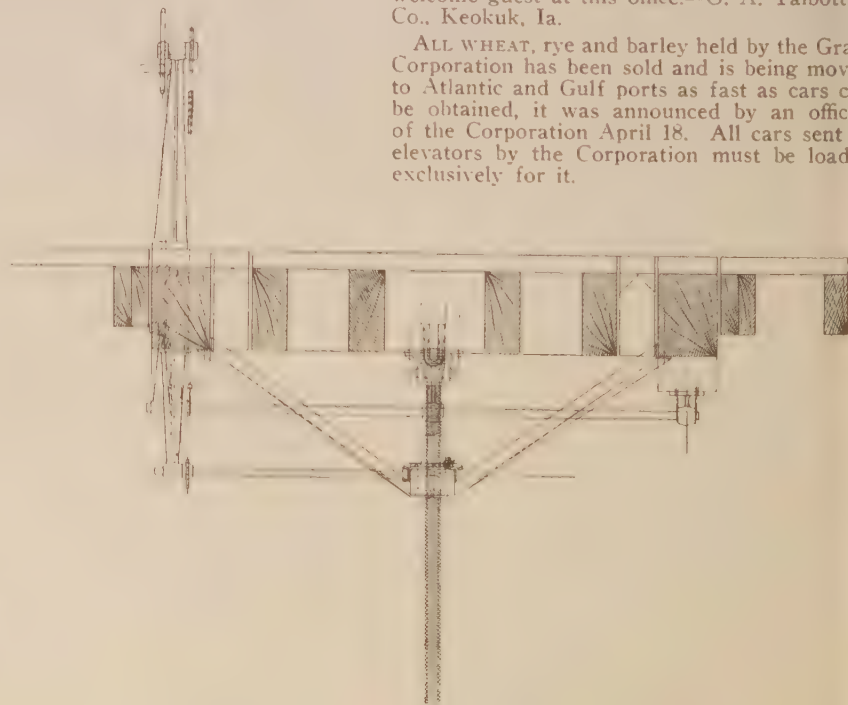
Twelve members of the Nebraska state legislature united in bearing the mantle of honor of introducing House Roll No. 345, which has become a law, declaring that firms or organizations dividing commissions among members or stockholders must be admitted to membership in the Omaha Grain Exchange. The members of the Exchange, having created something valuable, must now in true bolshevistic fashion, divide this valuable among those who have contributed nothing and propose to be a cuckoo in the nest and a worm in the apple.

Sec. 2 of the Act provides: Any rule, regulation or by-laws of such market which shall be designed or construed as controlling, limiting or modifying articles of incorporation, constitution or by-laws of any association, company or corporation in the distribution of its profits to its stockholders and members shall be deemed to be unreasonable.

The declaration by the Legislature that such rule is unreasonable does not make it so. If the question should get into court it will be found that the law violates the constitution by undertaking to dictate the by-laws of a private and voluntary organization. It is fundamental that any voluntary private organization whatever its members choose to make it, and no outside agency can change it. But the bolsheviks of Nebraska have had their little fling at dividing up other persons' property.

THE GRAIN DEALERS JOURNAL is always welcome guest at this office.—O. A. Talbott & Co., Keokuk, Ia.

ALL WHEAT, rye and barley held by the Grain Corporation has been sold and is being moved to Atlantic and Gulf ports as fast as cars can be obtained, it was announced by an official of the Corporation April 18. All cars sent to elevators by the Corporation must be loaded exclusively for it.



Screw Controlled Wagon and Truck Dump.



## Herringbone Gear Drive for Elevator Legs.

Since the introduction of the individual electric motor drive for each elevator leg engineers have been confronted by the problem of reducing down the speed of the motor to accommodate the revolutions of the head pulley. A clean discharge from the buckets on the belt keeps the speed of the head pulley shaft within certain narrow limits for each diameter of head pulley, so that all reductions had to be made in the transmission or the prime mover. The direct-connected electric motor large enough to generate the required power at the slow speed of the head pulley shaft is so costly as not to be considered, altho it is mechanically possible and ideal.

About the nearest approach to this ideal drive is the gear, which can be designed to be compact and to have comparatively no transmission loss. Old style gear drives were heavy, clumsy and noisy and it seemed a radical step to introduce them in the elevator cupola; but the improvement in the manufacture of gears during the past few years has opened a wide field for the use of this method of power transmission and reduction, and when James Stewart & Co. called for a gear drive to be used in the new Northern Central Elevator at Canton, Baltimore, Md., they found just what they wanted in the Wuest Herringbone Gears made by the Falk Co. Besides the advantage of transmitting nearly all the power developed by the motor to the head pulley without undue loss by friction the gear drive greatly reduces the hazard of fire and of personal injury. The direct drive cuts out the long lines of shafting with many bearings that are likely to run hot and start a fire, and gives the workmen no opportunity to get caught in belting. Last year 12 per cent of the fires occurring in grain elevators were attributed to overheated bearings. The drawbacks of the old style of power transmission have become so evident that last year no terminal elevators were built with centrally located power and line shafting transmission.

In the engraving herewith is shown the elevator head drive made for the Northern Central Elevator. A large number of these complete sets were required for this house, some of 100 h.p. and many of 150 h.p.

It will be noted that the teeth are cut diagonally on the periphery of the gear. The two diagonals running from the middle of the face of the gear, forming the peculiar style known as the "herringbone." The herringbone long has been recognized by mechanical experts as an ideal form of gearing but no ordinary machine shop could produce them. The shops of the Falk Co., however, are specially equipped

with elaborate gear cutting machinery that make the production of the most accurate work a simple matter. No cut and dry scraping by hand is resorted to here. The gears come from the machine finished to mesh accurately.

The principal advantage of the herringbone style is that several teeth are in bearing contact at the same time. Before one tooth lets go two or more others take hold, according to the length of the diagonal. The advantage of having two diagonals opposing on the face of the same gear is that the end thrust of one diagonal is exactly neutralized by the end thrust of the other, so there is no end thrust.

At the left is seen the back stop to prevent the belt running backwards if the power should be cut off.

As made by the Falk Co. these drives are completely inclosed to protect the mechanism from dust and allow automatic oiling. The oil splashed around the inside of the casing, flows into a channel and is carried down thru the bearing to be used over and over again. The efficiency of this drive is such that it delivers 97 per cent of the power.

That a considerable investment in the speed reduction mechanism is warranted will appear by considering the relative cost of slow speed and high speed motors. A 100-h.p. motor having a speed of 900 r.p.m. is said to cost \$1,510, while a motor of the same power running 400 r.p.m. costs \$2,290. The head pulley shafts can operate successfully at a speed of only 28 to 36 r.p.m. The Falk Gear as designed for the Canton Elevator makes two reductions, effecting a great saving in the cost of electric motors. The 97 per cent efficiency, compared with 80 to 85 per cent obtainable in some other methods of reducing speed reduces the amount of power required and correspondingly reduces the cost of operating the grain elevator.

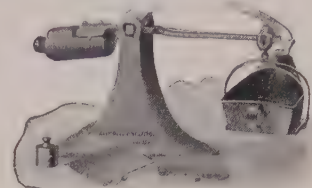
THE GRAIN DEALERS JOURNAL is a very interesting paper for dealers.—L. J. Ducat, mgr. The Prairie Farmers Co-operative Co., Prairie Depot, O.

WITH the United States government guaranteeing farmers \$2.20 gold per bushel for the 1918-19 wheat crop, American flour will not come into the Hongkong market during the coming year except at a loss to the government of the United States. With such a price for American wheat, imports of American flour into the Southwest Asia field are practically impossible, even if there is no competition of moment, but there is every indication that Australia, North China and perhaps Japan will be in this market.—Geo. E. Anderson, U. S. Consul General at Hongkong, China.

## Scale for Use with Moisture Tester.

In making tests of samples of grain to determine the percentage of its moisture content it is quite important that the exact weight be known, as upon this fact largely depends the accuracy of the test.

The ideal scale for this service would be one so simple that it is not likely ever to get out of adjustment, and so sturdy that it will stand



Scale for Use With Moisture Tester.

up for a long period of time under the conditions usually existing in grain elevators, offices and inspection laboratories.

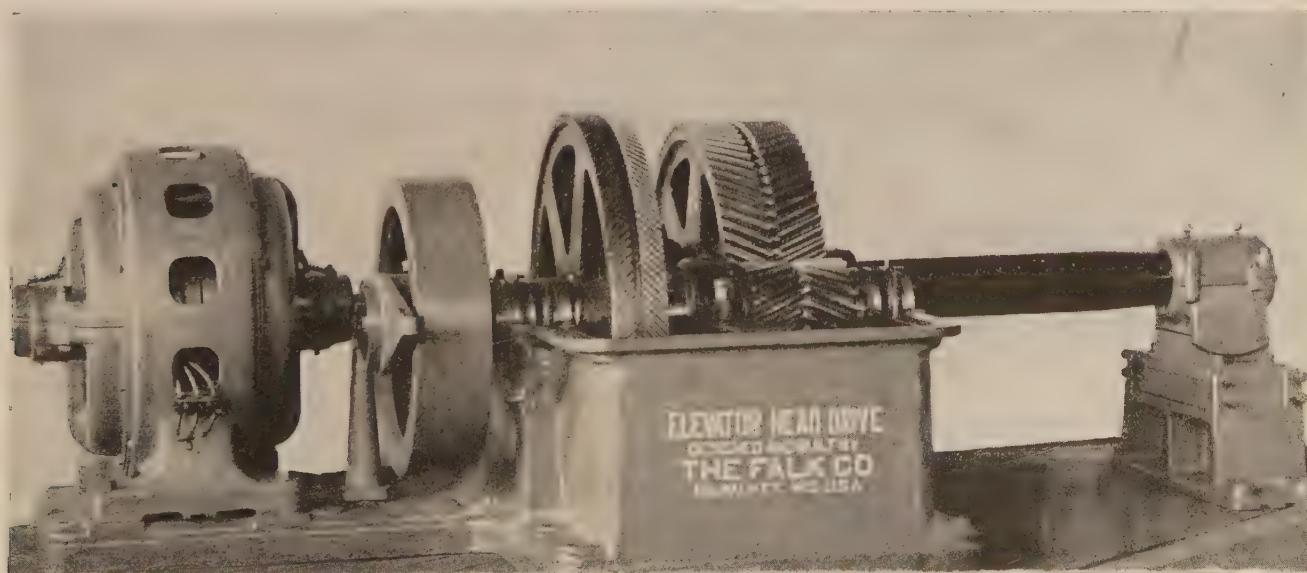
A new inexpensive scale, of the type shown in the accompanying engraving, has been placed on the market recently by the Hess Warming & Ventilating Co. especially for this purpose. It is designed for this use only, and will weigh samples of 25, 50, 75 or 100 grams. The handling of loose weights and of sliding weights is dispensed with, after the scale is once set and adjusted for weighing. It is said to be sensitive to 1/30 of a gram.

## Hearing on Food and Drugs Act May 19.

A public hearing will be held by the officials in charge of the enforcement of the Federal Food and Drugs act on Monday, May 19, at 10 a. m. in the Bureau of Chemistry, U. S. Department of Agriculture, Washington, D. C., to discuss a proposed revision of the rules and regulations for the enforcement of that act.

All interested persons are invited to attend and present their views either orally or in writing. Copies of the tentative rules and regulations may be obtained by interested parties upon application to the Bureau of Chemistry, U. S. Department of Agriculture, Washington, D. C. Recommendations or suggestions may be made in writing on or before the date of the hearing.

THE JOURNAL is a great help to any grain man.—Kewanee Farmers Elevator Co. J. E. Hawthorne, mgr., Kewanee, Ill.



Herringbone Gear Drive for Elevator Legs in New Northern Central Elevator, Baltimore, Md



## Supply Trade

DECATUR, ILLS.—Miller, Holbrook, Warren & Co. have been appointed consulting engineers for this city.

THE VOICE of business modulating through the Trade Press is the greatest factor in business building.

ADVERTISING is like other commodities—it is not what it costs, but the results it brings that determines its value.—*The Ad-man.*

THE DEMAND for portable loaders from sections of the country which seldom ship grain is increasing as harvest approaches.

EVERY MAN KNOWS that the day of two collars for a quarter has passed, but some of them are not willing to pay more for advertising.—*The Ad-man.*

MAROA, ILLS.—James A. Worsham, treasurer and general manager of the Maroa Mfg. Co., has been elected mayor of his city, defeating the present incumbent.

PHILADELPHIA, PA.—The local offices of the Joseph Dixon Crucible Co. have been moved from 1020 Arch St. to more commodious quarters in the Finance Bldg., South Penn Square.

OMAHA, NEBR.—Trapp-Gohr-Donovan Co., manufacturers of auto-dumps, announce the appointment of L. H. Adams, formerly in the grain business at Sac City, Ia., as traveling salesman in Iowa.

MATERIALS AND LABOR have made bigger advances than advertising cost during the past two years, hence to keep down selling prices, you should inject more energy into your advertising.—*The Ad-man.*

WASHINGTON, D. C.—Charles Piez, director and general manager of the shipping board emergency fleet corporation, has retired and returned to Chicago, Ills., where he will again take up his pre-war work as president of the Link Belt Co.

DECATUR, ILLS.—The Union Iron Works have recently completed a machine known as the snapped corn separator for use in the southern states where corn is not husked but snapped. The handling of shucked corn has been one of the greatest problems for the southern grain buyer.

OMAHA, NEBR.—Trapp-Gohr-Donovan Co. report active inquiry for their new auto-dump from such remote places as Portland, Ore., and Baltimore, Md., also from Duluth, Minn., and Dallas, Texas, together with many intervening places. This indicates that there is an immediate necessity for such a device.

MINNEAPOLIS, MINN.—Catalog E19 explaining elevator machinery and feed mills, has been received from R. R. Howell & Co. It consists of 144 pages of explicit information about their whole line of equipment, presented in a clear and concise manner, and it thus makes a useful compendium for every elevator manager.

GALENA, ILLS.—Judge K. M. Landis of Chicago delivered the principal address here today (April 28) at the Grant Day anniversary and discussing good citizenship scored the men who combined to keep the cement price up, thus delaying good roads, and praised Gov. Lowden for holding back on road making "and not giving in to blackmail."

JERSEY CITY, N. J.—At the annual meeting of the Joseph Dixon Crucible Co., recently held, the following officers were elected: George T. Smith, president; George E. Long, vice-president; J. H. Shermerhorn, vice-president; Harry Daily, secretary; Wm. Koester, treasurer; and Albert Norris, assistant secretary and assistant treasurer.

CHICAGO, ILLS.—The financial report of Fairbanks, Morse & Co. shows that 1918 was the most prosperous year in the history of that company. There was a net gain in surplus of nearly \$3,500,000, or over 30% after all charges and dividends were paid. This gives the management increased working capital and presages a fine future.

ITHACA, N. Y.—An article on the subject of Chain-Drives, published in the 1919 Year Book of the National Ass'n of Cotton Manufacturers, has been reprinted for distribution to the trade by the Morse Chain Co. The entire subject is considered in great detail, and it gives valuable data to be used in the design of silent chain drives. Readers of the Journal may obtain a copy upon request to the company.

MILWAUKEE, WIS.—"Milcor" Sheet Metal Products is the title of the most complete catalog ever received at this office. It is from the Milwaukee Corrugating Co. and not only illustrates the various forms of sheet metal they manufacture but also shows the application of the same and their splendid facilities for quick production. Because such products are wonderful aids in fire protection, it is strongly recommended that elevator managers secure a copy of this book and keep it handy when planning new work or improvements.

CEDAR RAPIDS, IA.—A new engineering firm, Hatton, Klein & Holmes, has opened an office in the Masonic Temple. Mr. Hatton was for several years with J. S. Metcalf Co. and for a time was also with the Webster Mfg. Co., and was last in charge of the grain elevator department of the Leonard Construction Co., where he designed the latest addition to the Quaker Oats Co. plant at Cedar Rapids. Messrs. Klein and Holmes bring into the firm experience from other lines of architecture and engineering so that they are equipped to handle a varied line of engineering undertakings.

## A Solution of the South's Corn Handling Problem.

The snapped corn separator illustrated here with will be greatly appreciated by dealer handling corn which has not been husked in the field.

If nature were not tenacious, the need for a special machine, to disengage the food for human consumption, would not be so apparent. The great loss in handling snapped corn caused by the shuck forming a pocket for the grain and carrying it over in the cleaning process makes a machine which gives a one hundred percent separation worthy of special consideration.

Snapped corn is shelled and the corn, cobs and husks elevated to the snapped corn separator, recently perfected by the Union Iron Works, and while the separation is being made, they are kept constantly agitated, the corn dropping through the stationary grates, the cylinder subjected to an air current strong enough to remove the shucks, the cobs discharging at the cylinder end.

The rolling screen cleaner, being of similar construction, is conceded by all experienced elevator operators to represent a minimum in cost of upkeep and a maximum in years of service, embodying this principle, minus the rolling screen feature, in the snapped corn separator overcomes one of the most serious problems in using a machine for this work.

While this machine can be added to the equipment of any elevator fitted to handle ear corn, several new plants have been built in the South with machinery arranged throughout to permit of its installation, having ample elevating capacity, a re-cleaner and steel grain feeder for delivering the snapped corn to the sheller.

Benefits to be derived from the use of this machine are not entirely confined to the southern states; even in the central states where corn is supposed to be cleanly husked, a combination of snow and a very few husks destroy the effectiveness of any cleaner.

If the corn and cobs from the sheller were spouted to a machine of this kind, removing the cobs and husks, the final cleaning would require only a receiving separator, insuring better grading and greater capacity. Any additional information may be obtained from the Union Iron Works.

## Action on Insurance Policy.

The Commission of Appeals of Texas on Apr. 2, 1919, decided two cases involving the firm of J. L. Walker, which had been in the courts for many years, growing out of the fire that destroyed Walker's warehouse in Fort Worth, Tex., Oct. 3, 1908.

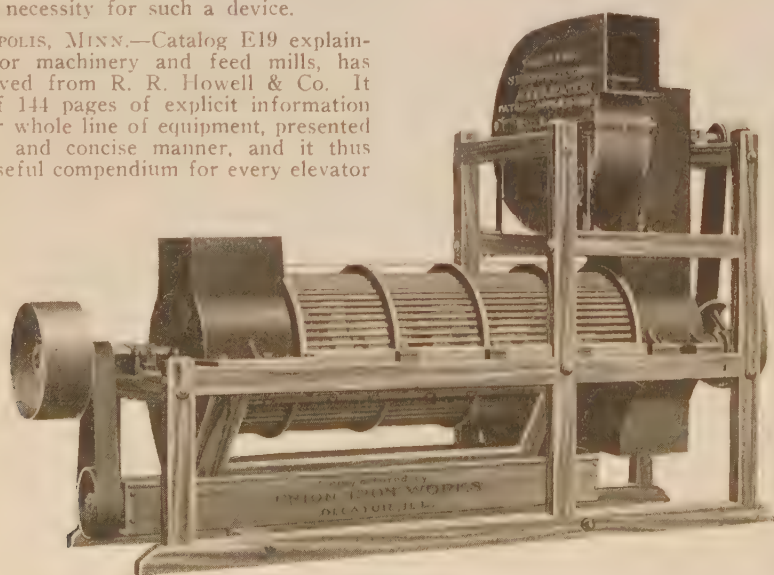
In one case the Hartford Fire Ins. Co. got the verdict on the ground plaintiff had not kept a sufficient inventory. The only inventory was one taken May 18, 1908, found on the flyleaf of a ledger, reading:

On hand in warehouse May 18, 1908:  
238 100 lbs. sax bran.  
1445 160 lbs. sax W. oats.  
194 160 lbs. sax R. oats.  
2693 empty oat sax.  
18681 empty corn sacks.  
124 lbs. twine.  
No corn.  
No wheat.  
No chops.

The court held that as neither grades nor values were given this did not meet the requirements of the policy.

In the other case, Walker got judgment against the National Union Fire Ins. Co. for the amount of the premium paid, \$42. The same decision allowed Walker to recover \$43 and \$45 from two other companies; but in neither case did he get judgment for his loss.—210 S. W. Rep. 682.

WE WOULD not think of stopping the Grain Dealers Journal.—R. S. Stall & Co., Thornton, Ind.



Snapped Corn Separator for the South.



## An Automatic Combination Dump.

The problem of dumping grain brought to the elevator in motor trucks has become a real one for every grain elevator operator, and because of its nature it is somewhat difficult to find a satisfactory solution.

The device shown in the engraving reproduced herewith has been placed on the market by the Automatic Combination Dump Co. for use in elevators for discharging grain from motor wagons and trucks. It is formed by adding to an ordinary dump an extension which makes it applicable to the needs of the motor truck. The wagon dump continues to operate in the normal manner.

Over each dump log there is placed a piece of channel iron of the required width, weight and strength, this being hinged in connection with the log at the rear end of the log. This channel iron extends the length of the log, and there are ends. Another channel iron is placed beneath the first at the front end of each dump log, this second iron being extended forward a distance necessary to take care of the longer wheel base of motor trucks.

The extended channel irons are fitted with supports to give them rigidity and strength; a counter weight is attached to the perpendicular support by means of a cable running over a sheave; and an oil control is attached to a bar placed between and connecting the channel irons near their forward ends.

In operation for discharging grain from a truck, the operator pulls a lever which releases a catch, and the counter weight descends. As it does so it causes the forward ends of the channel iron extensions of the dump logs to rise, and this gives the channel irons the inclined position, shown in the engraving. Here they are automatically locked and held firmly against descent. The truck is driven onto the inclined channel irons until its rear wheels reach the point where the level of the driveway ends and the incline begins. The end gate is removed and the grain allowed to flow out of the truck body.

When the truck has been emptied a second lever is pulled, a catch released, and the inclined channel irons settle down under the weight of the truck to the level position, the downward movement of the channel irons, and the truck, being retarded by the action of the oil control. As soon as the channel irons are again level with the driveway floor they lock automatically, and the truck may be driven out of the elevator.

Among the advantages claimed for this dump are that it can be installed in any elevator which has a driveway floor that is, or at least can be made, strong enough to support the weight of truck loads of grain; that it does not interfere with the dumping of wagons in the usual way; that, as it operates entirely by gravity and utilizes the power of the truck itself to place the truck in an inclined position, it does not require power from the elevator engine or motor in doing its work; and that its simplicity makes it satisfactory for use in the grain elevator.

## The Elevator Machinery Outlook.

All manufacturers who are well known to the grain elevator operators of the country are now being swamped with orders for machinery and equipment for facilitating the rapid handling of bulk grain. The War restrictions and the high costs of the past two years greatly reduced the amount of building and repairing, but at the same time, the voluminous grain crops handled, wore out all existing grain handling facilities, so that extensive repairs, renewals and additions, as well as many new elevators, are now made necessary by the enormous crops assured for what will be the record crop year of all time.

The Government's guaranteed price, combined with the world's necessities, keeps the prices of our grain at a figure which makes it imperative that every grain dealer shall equip his plant with the most efficient and least wasteful of facilities for handling grain on the way from the producer to the consumer.

Any manufacturer who has any device, machine or elevator equipment which will help the grain elevator operator to better handling facilities, or which will help him to protect or improve the grain more thoroughly while in his care, owes it to the starving hordes of Europe to make that fact known to grain dealers everywhere, because the grain dealer is eagerly grasping at any and every improvement that promises to reduce the labor, power or expense necessary to handle grain most advantageously. Never before has this country planted such a large acreage to grain, and never before has its Winter grains reached the fifth month of the year under such propitious conditions. Never before has the ruling prices for all grains justified the installation of the best facilities obtainable regardless of cost. With wheat at \$2.90, corn at \$1.70 and other grains at high levels, it is easy to understand that the grain dealer needs more and better machinery than when Corn was 8c and Oats 15c and Wheat 55c a bushel.

To save the world from being turned upside down it may become necessary to form a union of all non-union people.—New York *Evening Post*.

SHIPMENTS of foodstuffs from the United States to Germany will be permitted under license of the War Trade Board within the limits prescribed by the "Brussels Agreement," dated March 13 and 14, between representatives of the Associated Governments and the German Government, whereby Germany may import certain specified quantities of these commodities. Exporters should file their applications with the Bureau of Exports, War Trade Board, Washington, D. C., no other formalities being prescribed for these shipments. This announcement does not apply to shipments of foodstuffs into that portion of the Rhine Provinces of Germany occupied by the American and Allied armies. All shipments into these provinces continue to be subject in all respects to the procedure set out in War Trade Board ruling 630, issued March 6, 1919.—Vance C. McCormick, Chairman.

## Prices of Materials.

No. 1 common yellow pine flooring is quoted at the mill at \$33 per thousand for 1x6; No. 2 \$26.50, and No. 3 \$20, in carloads, straight cars \$2 to \$1 less.

Boards and shiplap run from \$30.50 to \$32.50 for 1-inch yellow pine; wide boards \$33.50 for 12-inch.

Straight cars of one thickness, rough, 1x4 are quoted at \$34.50; 1x6, \$35.50; 1x8 the same; 1x10, \$36.50; 1x12, \$37.50. The quotation for 2 inch stuff is, \$25 for 4 inch width, \$23 for 6 inch; \$24 for 8 inch; \$24.50 for 10 inch, and \$26.50 for 12 inch short leaf yellow pine in 12 foot lengths. Fourteen and 16 ft. lengths are the same or less, while 18 ft. or longer are about \$2 more per thousand ft.

Smooth structural timbers in straight cars, are quoted at \$23.50 for 4x4 to 8x8 in 22 to 24 ft. lengths; 4x10 to 10x10 at \$26; 4x12 to 12x12 at \$28, for common, short leaf, yellow pine. Mixed dimensions are \$1 more and if mixed with other items add \$2.

Portland cement prices are varying, being quotable now at Chicago, which is the lowest market, at \$2 per barrel in carload lots to contractors, not including the package. If in bags add 60 cents for four bags at 15 cents each to the quoted price.

Brick are quoted at \$12 at Chicago, \$17 at New York and Cincinnati, \$13 at Detroit and Peoria, and \$14 at Coffeyville, Kan., and Ft. Wayne, Ind.

The Daily Iron Trade and Metal Market quotes the following base prices, f.o.b. mill Pittsburgh, Pa.: Beams, 3 to 15 in., \$2.45; channels, 3 to 15 in., \$2.45; angles, 3 to 6 in., 3/4-in. thick, \$2.45; tees, 3 in. and larger, \$2.45; plates, \$2.65; bars, \$2.35; structural rivets, \$3.70; boiler rivets, \$3.80; No. 28 black sheets, \$4.35; No. 28 galvanized sheets, \$5.70; No. 10 blue annealed sheets, \$3.55; No. 28 painted 2 1/2 corrugated sheets, standard sizes, \$4.65; galvanized corrugated sheets, \$5.75; hoops, \$3.05; plain wire, \$3.00; wire nails, \$3.25.

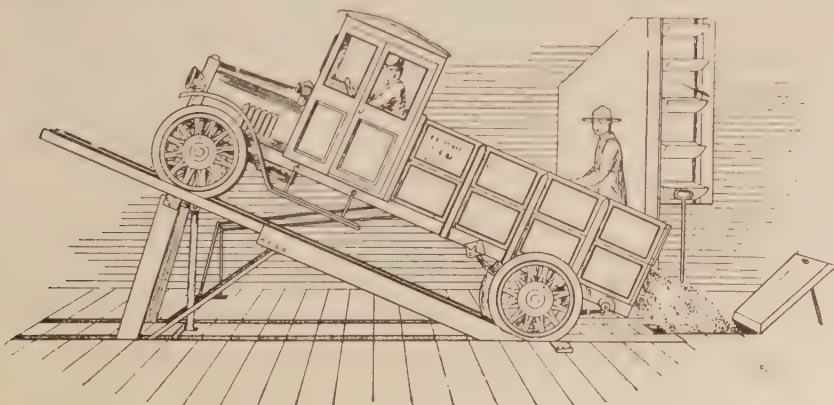
## Elevator Casualties.

HAMLET, IND.—Ray Secaur, employed by the Hamlet Grain Co., was injured April 7 when a piece of wire struck his eye.

DELAVER, ILL.—John Pree, employed by Wayne Bros. Grain Co., was injured April 24 by splinters in hand.

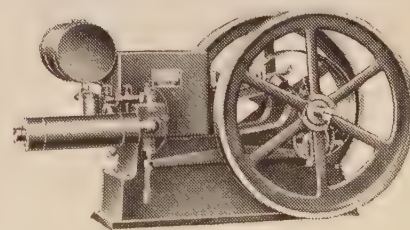
DECATUR, ILL.—L. R. Elben, employed by the Shellabarger Elevator Co., was injured April 24, being unable to walk, due to injuries received on first four toes of right foot. The foot received severe bruises.

THE DAYLIGHT SAVING LAW's repeal is requested in a resolution by Homer Tice which has been adopted by the lower house of the Illinois legislature.



Automatic Combination Dump in Position for Discharging Grain From Truck.

## Reduced Prices



## WITTE Kerosene Engines

Elevator builders and owners will be interested in my new reduced price list—just out. Engines fully equipped, with every improvement. A high-grade elevator engine that costs less to buy, and less to run. Get our big new catalog and prices for immediate shipment. Quality Guaranteed.

## WITTE ENGINE WORKS

3378 Oakland Ave., Kansas City, Mo.  
3378 Empire Bldg., Pittsburgh, Pa.

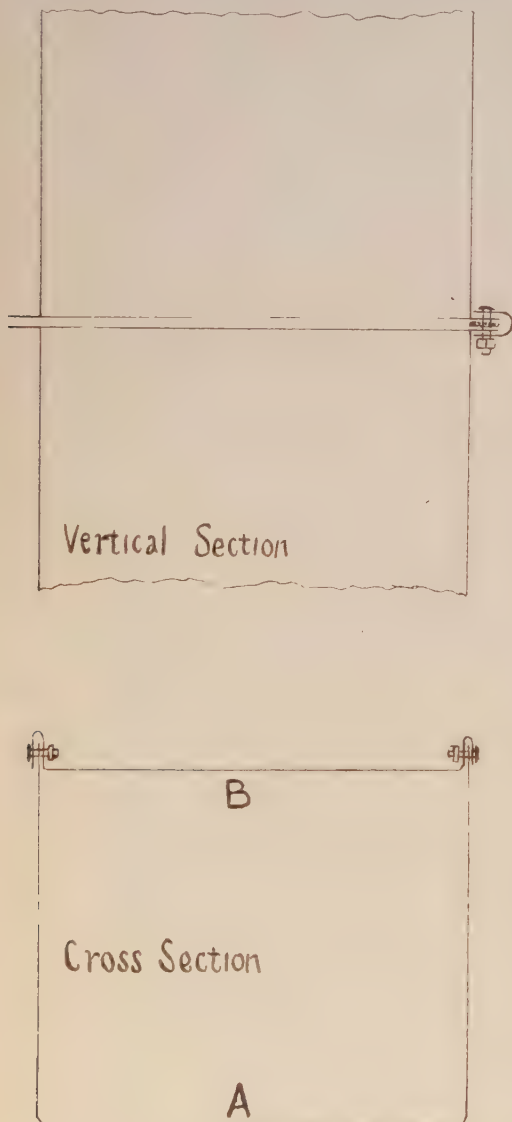


### An Improved Leg Casing.

The most important part of a grain elevator, and the part upon which economical and efficient operation must ultimately depend, is the elevator leg. Separating the leg into each of its several portions, it may be said for each one of them that it is of vital importance to the plant as a whole, and that without it there could be no such thing as the highly developed elevator which we know today.

Chief among the parts of a leg is the casing itself. This extends from boot to head and offers to the designing engineer some interesting problems for solution. Fire insurance men have long recognized the leg as a serious fire hazard, and have expended considerable time and effort in trying to make this feature as safe from the standpoint of fire as the remainder of the plant. Naturally they have turned to, and have recommended the use of fireproof leg casings; that is to say, casings built of steel or reinforced concrete. While this takes care of the fire hazard it brings up the questions of cost and weight, and these are almost as important to the builder and owner of the elevator as the matter of fire itself.

From the experience gained in years of construction of elevator legs, using both steel and wood, the Weller Manufacturing Co. has evolved the design shown in the engravings that are reproduced herewith. These leg casings are assembled in sections of any convenient and desirable length, and with any area of cross section commonly used in a grain handling plant.



Vertical and Cross Section of Improved Leg Casing.

As shown by the cross sectional engraving only two pieces of metal are used to form the casing proper. One of these, "A," is bent to form three sides of the casing, while the other, "B," is bent to form the fourth side by lapping over the two ends of "A." The joints are made permanent and dust tight by the insertion of bolts thru "A" and "B" at the intervals which experience has proven to be required.

The engraving of the vertical section shows the method of joining two sections of the finished casing to build the leg to the desired length. A short piece of the metal is bent outward at right angle on the ends of each adjacent section. The ends are then placed together, with a piece of felt between the projecting flanges, and a U-shaped piece of metal is placed over the joint. After this is done bolts are inserted in the holes that have already been punched, and when these bolts are drawn up tight the joint is both rigid and dust proof.

To permit examination of the leg belt and buckets sliding doors are provided in those sections where they are needed. The door, which is shown in the engraving, is made to form one side of the casing, and by bending the metal a groove is formed so that the door may be raised and lowered easily with the handle that is attached to it.

In addition to the other obvious advantages of this leg casing over that made of wood, or of steel which requires bolts or rivets that protrude within the interior, this casing is entirely without projections of any kind on its inner surface, and there is nothing upon which the belt or cups can catch or rub. It is also much lighter than a leg casing made of reinforced concrete or heavy steel, and it overcomes the objectionable fire hazards of the wooden casing, while it is said that it can be built almost as cheaply as the wood casing.

THE GRAIN DEALERS JOURNAL is a dandy and is always a welcome visitor.—Luzerne Mercantile Co., Luzerne, Ia.

### Bagging Seeds and Small Grains

The handling of high priced seeds and small grains, emphasizes the need of dealers studying the advantages of better facilities for bagging. In modern accounting methods the closing of bags is commonly termed over-handing, as it adds nothing to the quality of the product. It is one of the cost elements of packing and shipping, and in commerce today these are the elements of cost which often make or break a corporation.

While in a small business this is not a conspicuous item, where many bags are closed daily it amounts to many dollars and even a small handler should consider every means of cost reduction. Happily for this purpose there is now available a practical and economical bag-closing machine which with one man can do the work of four expert hand sewers. It will not require much figuring to show the value of a machine that will save the labor of three men. It is this item that has caused practically all of the large flour mills to adopt this machine; and, while where many bags are closed it is advisable to have a special machine for such specific purpose, the Union Special Machine Co. has a machine that has a wide range of adaptability and will close either a cotton, burlap or paper sack.

It may seem a small matter, but the saving on twine alone will amount to many dollars where many bags are closed, because the machine accomplishes this with twine of a small grade which runs 3,360 yards per pound, while that used by hand sewers runs only 540 yards per pound. This item will make a saving of \$1.75 per thousand on 98-lb. bags, and \$1.00 per thousand on 24-lb. bags. This machine will also handle the same weight of contents in a smaller bag which saves material estimated at \$3.00 per thousand bags. Its efficiency and economy proves its advantages.

THE PRICE of maize has increased materially at Buenos Aires since the abolition of the blacklist which permits free competition in cereal markets.



Two Views of Completed and Assembled Galvanized Iron Leg Casing. At Left: View Showing Sliding Door. At Right: View Showing Method of Joining Sections.



## Full Capacity Beams v. Counter-weights.

C. F. HAWKINSON, SCALE INSPECTOR CHICAGO BOARD OF TRADE.

The general verdict has been against the use of full capacity beams on hopper scales. Summing up of the points for and against full capacity beam for hopper scales shows at aside from the convenience of operation and some small saving of labor in the weighing, there is little to be said in their favor. On the other hand, we find when taking into consideration the value of the commodity to be weighed and the accuracy demanded because of its high value that the ratio beam with counter weights is much more satisfactory not only from this point of accuracy in weighing but also that the greater sensitivity of the ratio beam permits of closer adjustment of the scale.

It is not my intention to malign the compound beam in the case of R. R. track scales, they have proved their value both as a labor saving and error preventing device. It has made possible the securing of reasonably accurate weights by unskilled weighmen and is a means of preventing "large" errors when weighing is performed by casual, inexperienced weighmen.

The old fashioned, low capacity compound beam with its addition of hanger weights was source of many errors and much incorrect weighing. The advantage in having the notches spaced further apart, which, of course, is a big advantage, was more than offset by the hazard of error in missing hanger weights or in wrongly computing or recording their due.

The compound beam also serves a very useful purpose on many wagon scales. Here, because of lower capacity, the distance between the notches per each 1000 lbs., is much larger and the chance for error thru indifferent workmanship is greatly lessened and we have the labor saving qualities and the lessened hazard of incorrectly computing and recording hanger weights.

It is because experienced weighmen are usually employed for the weighing of grain and because the weighing practices are generally standardized and systematized until the chances for error are practically eliminated, that the question of "probable errors" in weighing assumes a different aspect. In other words, men proficient in their line of business may assume risks that would be extremely hazardous for those less experienced, and if such increased hazard is a necessary adjunct to a plan that promises greater fineness and better results, it would be justifiable. With the check systems that are available and in use, the greatest argument against ratio beam with counter weights is eliminated.

Referring again to the economy of time secured by the use of full capacity beams for hopper scales, it is well to bear in mind that the time economy effected is inconsiderable and is usually more than offset by the decreased satisfactory weighing results. The ratio of the sensibility reciprocal of compound beams, to the beams equipped with counter weights, is often two to one, and the amount of test weights necessary for the adjusting of scales to within a given amount of variation, must necessarily be increased when scales are equipped with compound full capacity beams.

The compound beam in no way diminishes the chances for error in the scale; instead there is an increase in the hazard not only thru the likelihood of errors creeping in during the manufacture, but there is an opportunity for errors being caused by wear of the notches and the trigger of the poise, and errors that are due to dirt and foreign substance getting into the notches, preventing the poise being placed in the correct position. The deficiencies of manufacture that I refer to are errors in the spacing of the notches and those due to improper fitting of the poise and the trigger.

However, the greatest obstacle, is the inertia of the beam and the degree of fineness lost thru the greater weight of the beam itself, its poise and counter balance. To all the foregoing is added the objection these beams cannot be kept in the same high state of repair with the facilities usually available to the scale inspector. The argument that the hanger weights wear and that large errors are occasioned by this wear is not tenable for the reason that the same amount of neglect that would permit the error referred to in counter weights to go undetected, would also permit much inaccuracy in compound beams.

## Supreme Court Decisions

**Notice of Refusal of Shipment.**—Assuming that it is duty of carrier to notify consignee of refusal of consignee to accept goods, mere failure to do so does not of itself constitute a conversion.—*Ocean S. S. Co. v. People's Shoe Co.* Supreme Court of Alabama. 81 South 241.

**Shipping Permit.**—When the breach of contract complained of consists in failing to furnish certain permits which were necessary to enable the defendant to ship the grain under the contracts, the defendant may waive the time named in the contracts for furnishing the permits. If, in waiving the time, it is insisted that the permits must be furnished so that the grain can be shipped within the time limited for that purpose, the breach of contract by plaintiffs must be considered to occur when the defendant duly declares a forfeiture, for the reason that the time has expired in which the contract can be performed. In such case, the measure of damages would be the difference between the contract price and the market price on the day the contracts were declared forfeited; and, as the price then was higher than the contract price, the defendant suffered no damages.—*Fahey v. Updike Elevator Co.* Supreme Court of Nebraska. 171 N. W. 50.

**Future Trading Not Gambling unless So Intended.**—Under Rev. St. 1909, §§ 4780, 4781, the intent of either one of the parties to buying or selling, to gamble in such transaction or to speculate on the rise or fall of the market, is sufficient to render the contract absolutely void, notwithstanding the other party may be innocent and unaware of the intention to gamble entertained by the other. One who purchases or sells wheat on a Board of Trade on a margin, without intent to deliver or receive the actual wheat, but intends to buy or sell an equal amount, paying or receiving a difference in price as loss or profit, speculates on the fluctuations of the market, within Rev. St. 1909, § 4780. One may lawfully buy or sell grain for future delivery, if at the same time he intends to receive or deliver the same on the delivery day, and if he finds the investment a poor one because of a change in the market he may protect himself by selling or buying an equal amount of grain, without violating Rev. St. 1909, § 4780.—*Smith v. Bailey*, Kansas City Court of Appeals, Missouri. 209 S. W. 945.

**Wrongful Delivery to Notify Party.**—Where an owner of goods delivers them to a railroad company to be shipped to a designated point, and a B/L is issued to the owner, in which he is named as both shipper and consignee, and which contains a direction to "notify" a third person, it is the duty of the railroad company, unless otherwise instructed by the owner or by some holder of the B/L properly indorsed, after transporting the goods to the place of destination, to make delivery thereof to the holder of the B/L, or one duly authorized by such holder to receive the same. The company is not authorized to make delivery to the person designated to be notified, to whom the B/L has never been assigned, or to any other person acting upon his order. *Florida Central, etc., R. Co. v. Berry*, 116 Ga. 19, 42 S. E. 371. Therefore such a delivery would amount to a conversion. *Merchants' etc., Transportation Co. v. Moore*, 124 Ga. 482, 52 S. E. 802; *Brothers v. Horne*, 140 Ga. 617, 79 S. E. 468. *Southern Ry. Co. v. Hodgson Bros.* in re Harris Bros. Grain Co. Supreme Court of Georgia. 98 S. E. 541.

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## Patents Granted

**1,299,701, Belt-Tightener for Conveyors.** John H. Gilman and Albert E. Gilman, Ottawa, Ill. assignors to King & Hamilton Co., Ottawa, Ill. This device consists of a stationary member provided with a guide way, a movable member sliding in the way an equalizing bar pivoted to the movable member and a pair of springs acting on the ends of the bar.

**1,298,988, Bean-Assorting Machine.** Augustus A. Martus, Brown City, Mich. A device of the character described comprises an assorting member consisting of a pair of endless members connected by rods encircled by coil springs and interposed between the members, flexible strands extending in the same general direction as the endless members and threaded thru the convolutions of the springs.

**1,299,278, Bean-Cleaning Device.** Harry E. Woolner, Los Angeles, Calif. The device comprises a series of funnels arranged one above the other substantially horizontal plates supported in them adapted to receive the beans which, rebounding from the plates will be received within the funnels, scrapers moved back and forth over the plates to remove the dirt, mechanism for vibrating the scrapers and separate discharge means for the beans and the dirt.

**1,298,115, Endless Conveyor.** Clarence E. Steere, Milwaukee, Wis., assignor to Henry Scarborough, Milwaukee, Wis. This is an over-shot discharge conveying apparatus in combination with a pair of co-operating sprocket wheels a plurality of conveyor buckets, a pair of ears extending from adjacent corners of each bucket, pivotally connected with other corners of an adjacent bucket, plates extending between the buckets and covering the spaces between, sprocket wheel engaging members at the pivotal connections of the ears and buckets, one end wall of each bucket section being angular in cross section, so that the upper portion of the wall is disposed in a plane which, when the buckets are swung together in passing around the sprocket wheel is substantially parallel to the connecting plate portion of the other bucket while the bottom portion is substantially parallel to the other end wall of the adjacent bucket in similar position.

**1,299,341, Grain-Separator.** Thomas G. Helgeson, Minneapolis, Minn. This is a combination of a vibratory body, a driving and a driven shaft connected by cooperating face and peripheral friction wheels, the driven shaft being yieldingly mounted for angular movements and provided with an eccentric and a pitman connected at one end to the vibratory body and having a head pivoted to its other end and journaled on the eccentric for lateral swinging movements.

**1,298,174, Ventilated Grain Crib or Silo.** Warren A. Caldwell, Oskaloosa, Ia. A concrete silo stave including an elongated body portion having spaced openings formed therein and extending in the direction of the length of the stave, opening thru the side faces thereof, the openings defining an intermediate connecting web, a plurality of rigid enforcing bars having their intermediate portions extending thru the connecting web and the opposite ends extending across the openings and embedded in the body portion to form a grating.

**14,622, Portable Elevator.** Hugh J. Carson, Fairfax, Minn., assignor to John Rocke, Pontiac, Ill. The device is a combination of a casing having a peripheral wall and side walls, with a rotary material-receiving chamber within having an inlet and provided with a plurality of communicating discharge members for materials extending approximately to the casing wall, except for clearance sufficient to permit rotation; an outlet communicating with the casing and means operative during rotation of the chamber for back pressure adjacent the peripheral casing wall in excess of the pressure on the material within the discharge members to prevent its contact with the casing wall.

**1,299,379, Wild Oat and Barley Separator.** Robert J. Owens, Minneapolis, Minn. This machine comprises a frame with a sieve mounted for transverse oscillation on a longitudinal axis arranged at an incline with a series of slots therein of a size to allow wild oat kernels and imperfect seed grains to fall thru but too small to allow the passage of full, plump kernels of grain; a stationary bar mounted above and near the middle portion of the sieve and a series of stationary slats spaced from and supported by the bar forming a grating which lies close to the surface of the sieve, sieve and slats being arranged at an incline; means for delivering the mixed grain on the upper end of the sieve, the slats operating to separate the grain in a thin sheet over the sieve and force each kernel in contact therewith.

**1,299,861, Grain-Measuring Machine.** Patrick J. Powers, Red Lodge, Mont. A combination comprising a support and a scale beam with a hopper suspended from one end and connected with the other so as to permit an upward and downward movement; a bracket carried by support and a pivoted arm carried by bracket; a bracket arm connected to the hopper and near its outer end to the pivoted arm tripping gear carried by the support, means for operating it, and with a tripping finger adapted to engage the pivoted arm for holding the tripping gear against rotation after it has reached a predetermined distance; an eccentric finger secured to the gear, a link connected with the finger, a bell crank lever pivoted mounted upon the support, a valve plate substantially mounted on the hopper, links connecting the valve plate and the bell crank lever with a spring for pulling the crank lever thru the valve plate to a closed position when the arm is released from the tripping finger by a suitable weight being placed in the hopper; a tripping wheel provided with an elongated journal slot with a spring mounted within it to permit the tripping gear to have a vertical sliding movement when undue pressure is brought to bear thereon.

### Insurance Notes.

THE Integrity Mutual Casualty Co. will establish a branch office in St. Louis, Mo.

SENATE BILL No. 63, a new compensation law raising rates, has been introduced in Kansas legislature.

J. J. FITZGERALD is contributing a series of interesting articles on the country elevator a fire hazard to the *Weekly Underwriter*, New York.

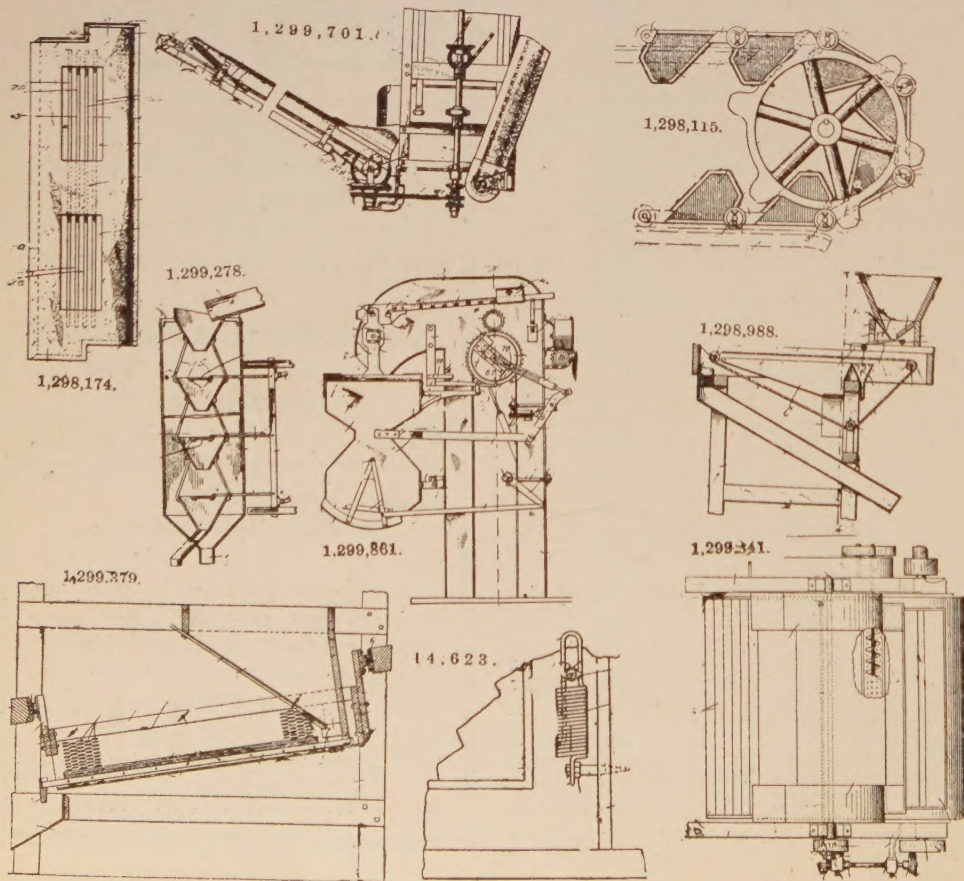
A BILL creating a committee of three to investigate compensation insurance has been introduced in the lower house of the Kansas legislature.

A WORKMEN'S COMPENSATION LAW has finally been passed by Missouri, it being the last of the important industrial states to be without such a measure. The state insurance feature, which was a part of the original bill, favored by the labor interests, was dropped. The minimum weekly indemnity is \$6 and a maximum \$15. The law goes into effect Nov. 1.

IN THREE ELEVATOR fires of recent date the cause is given as locomotive spark blown through window. For some reason (presumably cheap coal) the spark hazard has been very active of late. We must be prepared to cope with it. It all gets back to cleanliness. A clean elevator is in far less danger from spark than is a dirty one. In any elevator windows should be kept closed as much as possible. Keep the house clean; watch the windows. That's the best way to meet the spark hazard.—Grain Dealers Fire Ins. Co.

THE GRAIN INSURANCE & GUARANTEE CO. of Winnipeg, which was recently incorporated with a capital stock of \$500,000, is a mutual company organized by the Northwest Grain Dealers' Ass'n. The membership, which is strong one, consists of grain dealers or elevator owners throughout the grain raising provinces of the Dominion. The purpose of the company is to prevent loss to dealers if grain destroyed by fire after it is purchased from farmers. The directors, all leading grain dealers of Winnipeg, are, R. T. Evans, president of the British American Elevator Co.; Frank Fowler, W. A. Anderson, H. Kalmer, and N. Potter.

ALL AMERICAN cable lines which have been under government control were returned to private ownership at midnight May 2. The Atlantic and Pacific cables operated by the Postal Telegraph Cable Co., eight Atlantic cables by the Western Union and other cables are operated to Latin America by the Central and South American Telegraph Co. A request on the same date by Mr. Mackay for the return of the land lines was responded to by the statement that so far as Mr. Burleson concerned, that matter was settled on May





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# DO YOU

GRAIN DEALERS JOURNAL,  
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Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

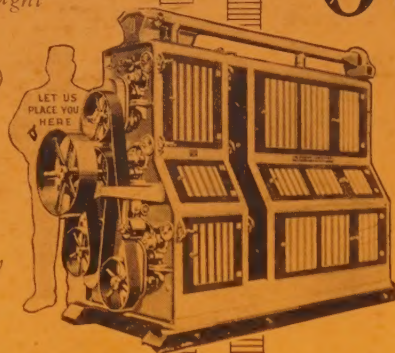
THE RUSSELL MILLING COMPANY

Russell, Kansas

# NEED HELP



Here are some of our customers who have bought their second (Midget) Marvel Mill, having to increase their capacity to take care of their trade.



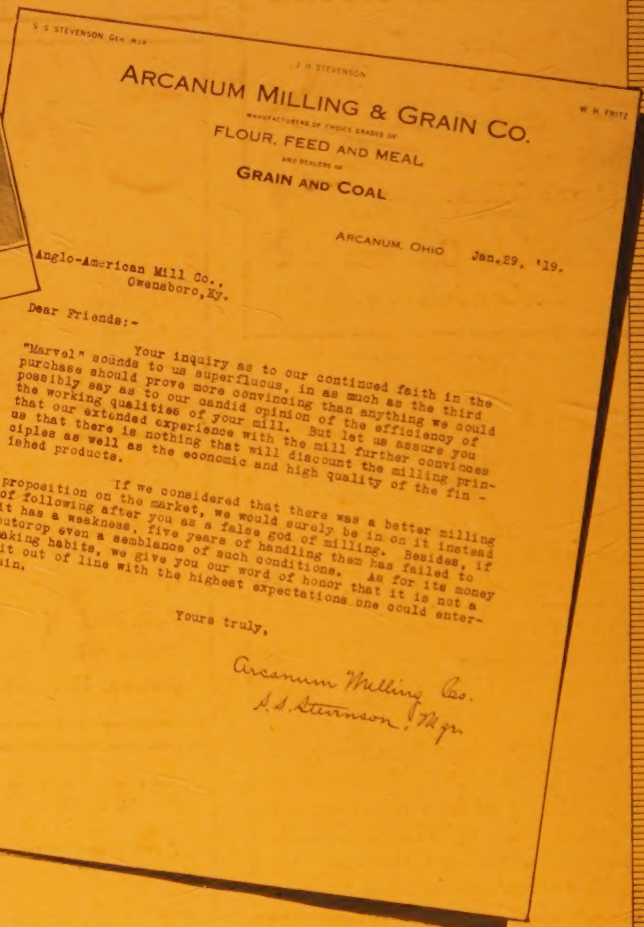
ADLER BROS. (Altoona Feed Mills), Altoona, Pa.  
 BRAMLETT-BABB MILLING CO., Laurens, S. C.  
 CARL BESHONER, Paris, Ark.  
 CLARK & ADAMS, Vienna, Va.  
 W. T. DUNWODY, Huntland, Tenn.  
 DEARING ROLLER MILLS, Dearing, Pa.  
 FARMERS' MILLING CO., Etowah, Tenn.  
 DAVID DIETZ, New Salem, N. D.  
 T. FREIJE, Rincon, N. Mex.  
 J. GERLACH, Bessie, Okla.  
 HALL BROS. MILLING CO., Morehead, Ky.  
 HARTZELL MILLING CO., Enough, Mo.  
 G. B. HOOVER & SONS, Woodbury, Pa.  
 W. H. HORNE, Rocky Mount, N. C.  
 F. H. JENNINGS, Galax, Va.  
 LUBERT KARNES, Martinsburg, Ind.  
 A. E. KEPLINGER, Lahmansville, W. Va.  
 HENRY MOFFAT, Buffalo, N. Y.  
 KIOWA MILLING COMPANY, Kiowa, Kans.  
 OAK CLIFF MILLING CO., Dallas, Texas.  
 PLANO MILL & ICE CO., Plano, Texas.  
 E. S. PRATHER, Benkelman, Neb.  
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 STRAWN FLOUR MILLING CO., Strawn, Texas.  
 VAN ALSTYNE ROLLER MILLS, Van Alstyne, Tex.  
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 PRYOR MILL & FEED CO., Pryor, Okla.  
 WHITELEY MFG. CO., Kenesaw, Nebr.  
 SLEEPER VALLEY MILLING CO., Valley Mills, Tex.  
 BARNETT MILLING CO., Thorpe, Wis.  
 C. E. BERNSTEIN, Tecate, B. C., Mexico.  
 C. M. FISHER, Chelsea, Iowa.  
 COMMUNITY MILLING CO., El Paso, Tex.  
 FULLIAM MILLING CO., Dallas, Tex.  
 HARDIN MILLING CO., Hardin, Mont.  
 IROQUOIS MILLING CO., Perry, N. Y.  
 H. J. RUSSELL, Welser, Idaho.  
 TEXAS-MEXICAN MILLING CO., Laredo, Tex.  
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